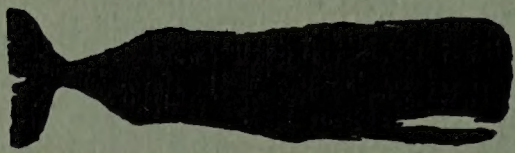




*An Addition
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Nicholson
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Collection*



*Providence Public
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Thursday Sept. 4th
moderate breezes from S and
S.W. E. all sail set the Br ...
middle ... latter part ...
to be busy at various jobs about

Friday Sept. 5th
pleasant breezes from S to S.W. ...
S.W. E. through the night about the ...
part ... halving breezes S.W. E. ...
Leam By ...
Sea By ...

Saturday Sept. 6th
smaller ... from S to S.W. S.W. E. ...
light breeze ... as usual ...
top ... sail at 1 P.M. light ...
middle ... latter part the ...
cutting ... at 6 P.M. ...
westward ...
Course to E ...
Sea By ...
Leam By ...

Sunday Sept. 7th
light breezes from S ...
E by S ... through the night ...
latter part frequent ...
Sea By ...
Leam By ...

Sept 18th 1841
Long Beach 46 11

Friday Sept 19th

Wind S. by E. 15 to 20 miles. Clear
the fore noon at 4 P.M. wind
to East and fresh breeze
with rain. Storm by. Sea very rough
and high. At 10 P.M. the rain
stopped. Wind S. by E. and light
the breeze at 11 P.M. rain again. At 12
midnight the rain was very heavy.

Lat B. 11° 35' N
Long B. 116° 11' W

Wednesday Sept 20th
The fresh breeze from the N. by E.
weather cleared by the rain. At 10
P.M. the rain was very heavy. At 11
P.M. the rain was very heavy. At 12
midnight the rain was very heavy. At 1
P.M. the rain was very heavy. At 2
P.M. the rain was very heavy. At 3
P.M. the rain was very heavy. At 4
P.M. the rain was very heavy. At 5
P.M. the rain was very heavy. At 6
P.M. the rain was very heavy. At 7
P.M. the rain was very heavy. At 8
P.M. the rain was very heavy. At 9
P.M. the rain was very heavy. At 10
P.M. the rain was very heavy. At 11
P.M. the rain was very heavy. At 12
midnight the rain was very heavy.

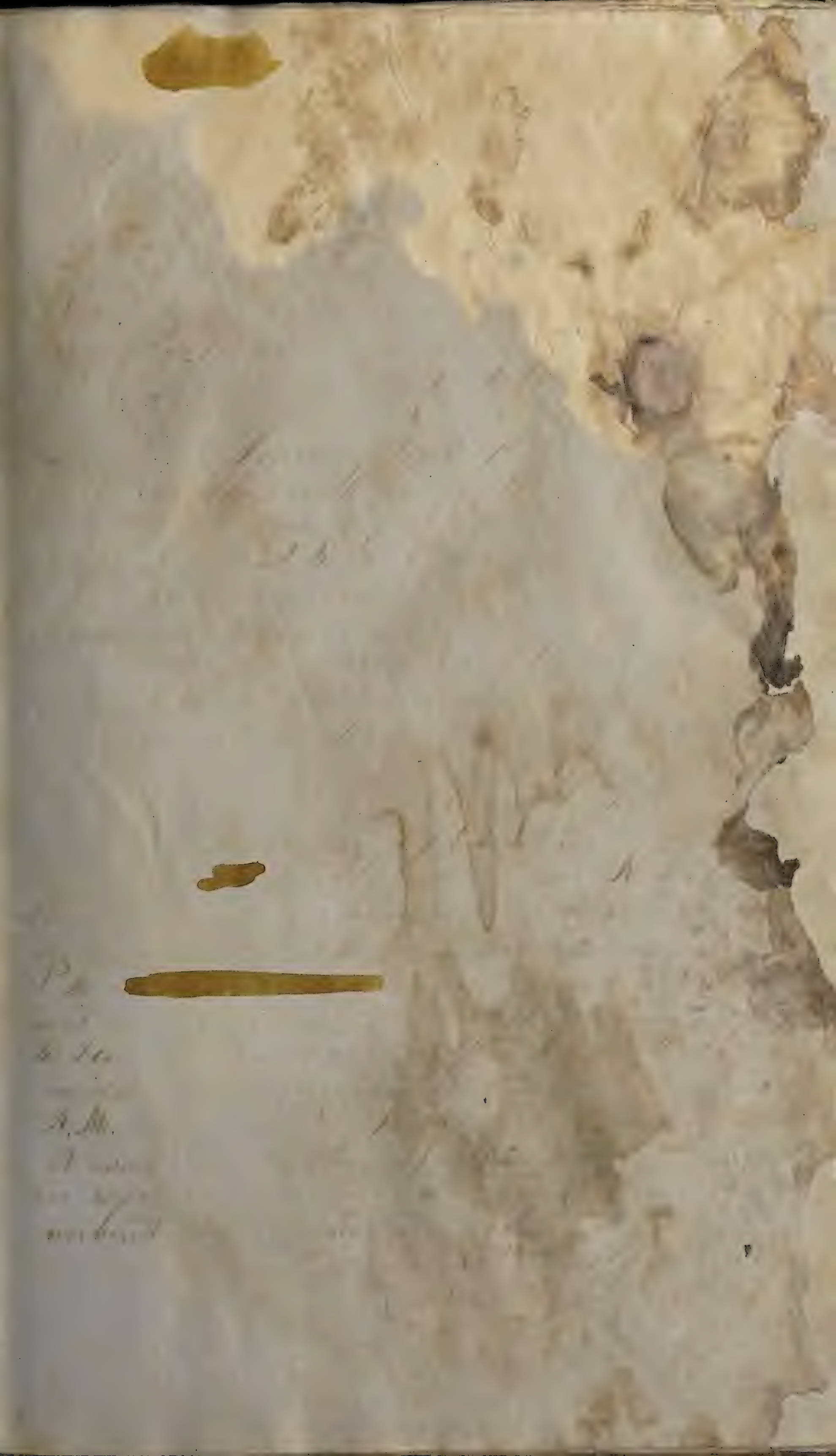
Lat Syd Ho 31° 40' N
Long B. 116° 4' W

Thursday Sept 21st

At 1 P.M. the wind was from the N. by E. and fresh breeze. At 2 P.M. the wind was from the N. by E. and fresh breeze. At 3 P.M. the wind was from the N. by E. and fresh breeze. At 4 P.M. the wind was from the N. by E. and fresh breeze. At 5 P.M. the wind was from the N. by E. and fresh breeze. At 6 P.M. the wind was from the N. by E. and fresh breeze. At 7 P.M. the wind was from the N. by E. and fresh breeze. At 8 P.M. the wind was from the N. by E. and fresh breeze. At 9 P.M. the wind was from the N. by E. and fresh breeze. At 10 P.M. the wind was from the N. by E. and fresh breeze. At 11 P.M. the wind was from the N. by E. and fresh breeze. At 12 midnight the wind was from the N. by E. and fresh breeze.

Lat B. 11° 38' 6" N
Long B. 116° 42' 25" W

Geoff B. M. A. 3d



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Wednesday, May 22

John Smith

John Smith
London
1750



[Faint, illegible handwriting in the upper section of the page]

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17th Dec 1841

My dear Sir

I have the honor to acknowledge the receipt of your letter of the 11th inst.

and in reply to inform you that the same has been forwarded to the proper authorities for their consideration.

I am, Sir, very respectfully,
Yours obedient servant

Wm. B. Hall

Secretary

Sept
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The first part of the paper is a list of names and numbers, which are written in a very faint, cursive hand. The names are mostly male, and the numbers are small, often appearing as superscripts or subscripts. The list is organized in a way that suggests a family tree or a record of lineage.

The second part of the paper is a list of names and numbers, which are also written in a very faint, cursive hand. The names are mostly male, and the numbers are small, often appearing as superscripts or subscripts. The list is organized in a way that suggests a family tree or a record of lineage.

The third part of the paper is a list of names and numbers, which are also written in a very faint, cursive hand. The names are mostly male, and the numbers are small, often appearing as superscripts or subscripts. The list is organized in a way that suggests a family tree or a record of lineage.

The fourth part of the paper is a list of names and numbers, which are also written in a very faint, cursive hand. The names are mostly male, and the numbers are small, often appearing as superscripts or subscripts. The list is organized in a way that suggests a family tree or a record of lineage.

The fifth part of the paper is a list of names and numbers, which are also written in a very faint, cursive hand. The names are mostly male, and the numbers are small, often appearing as superscripts or subscripts. The list is organized in a way that suggests a family tree or a record of lineage.

The sixth part of the paper is a list of names and numbers, which are also written in a very faint, cursive hand. The names are mostly male, and the numbers are small, often appearing as superscripts or subscripts. The list is organized in a way that suggests a family tree or a record of lineage.

The seventh part of the paper is a list of names and numbers, which are also written in a very faint, cursive hand. The names are mostly male, and the numbers are small, often appearing as superscripts or subscripts. The list is organized in a way that suggests a family tree or a record of lineage.

The eighth part of the paper is a list of names and numbers, which are also written in a very faint, cursive hand. The names are mostly male, and the numbers are small, often appearing as superscripts or subscripts. The list is organized in a way that suggests a family tree or a record of lineage.

The ninth part of the paper is a list of names and numbers, which are also written in a very faint, cursive hand. The names are mostly male, and the numbers are small, often appearing as superscripts or subscripts. The list is organized in a way that suggests a family tree or a record of lineage.

The tenth part of the paper is a list of names and numbers, which are also written in a very faint, cursive hand. The names are mostly male, and the numbers are small, often appearing as superscripts or subscripts. The list is organized in a way that suggests a family tree or a record of lineage.

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The wind was from the S.E.
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the water was very
calm.

Letter from
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was from the S.E. and
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all said well

35 05 5
15 15 5

the weather
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course to
about 100
1000
Ship

at the
Ship

Long
The
on
P
By
Hanging

made in the
D. to find
Coopering

Don't know as a
incidentally not
got a bridge from the
having all the same

Don't know as a

can't find the

Don't know as a

Saturday

Went to see the
Wardens' lab's middle a

ning at 10

Left 10:15

Went by 11:15

Sunday Feb 5

Went to see the

Sperm whales going

where they give chase

that success middle

Left 10:15

Went by 11:15

Monday Feb 6

Went to see the

Wardens' lab's middle

the same

Left 10:15

Went by 11:15

Tuesday Feb 7

Went to see the

Wardens' lab's middle

the same

Left 10:15

Went by 11:15

Wednesday Feb 8

Went to see the

Wardens' lab's middle

Bygone times
207

That's the way
you should
be with

the same old story
the same old story

Got by the 18

Don't know

What's the

Don't know

Got by the 18

Don't know

Got by the 18

Small with power 54

N 4 being 2 marks in rigging middle wire

latter part of same

Got by the 18

Don't know

Got by the 18

Light breeze

1000 set in quality

the same

the same

the same

the same

the same

the same

the same

the same

Handwritten text, possibly a title or header, mostly illegible due to fading and staining.

added for example
in the 11th of the 1st
of 1st of the 1st
of 1st of the 1st
of 1st of the 1st

away the time
is given at 5 PM
for about 1/2 hr
the 1st of the 1st
the 1st of the 1st
the 1st of the 1st

1st of 1st 11th 12th
1st of 1st 12th 12th

Wm. Lloyd Garrison
to the
Rev. Amos A. Phelps
Boston
Mass.

Dear Sir
I have
the pleasure
to acknowledge
the receipt
of your letter
of the 11th inst.

and in reply
to inform you
that the same
has been forwarded
to the proper
authorities

Yours truly
Wm. Lloyd Garrison

Station
7
July
1892

Weather
8 days
A

1 1/2 10 14 1/2
2 3 10 44 1/2
3 1/2 10

smaller
10 1/2 1/2

1 1/2 10 34 1/2
3 1/2 10 30 1/2

Quarry
Track
in
water

Stone
A 7 P 11

at 6 11 1/2 ft. from
went in 9 ft. of water
of water 41 ft. of water
of water continued



17
2
Bay

Yakima

light
of the

pleasant morning
the look on the face of the
at which the light of the
mountain peaks at the
with a number of men, some of them
of all the 82.



Dear Sir

I have the honor to acknowledge
the receipt of your letter of the 10th
inst. and in reply to inform you
that the same has been forwarded
to the proper authorities for their
consideration.

I am, Sir, very respectfully,
Your obedient servant,

J. B. Smith
Secretary
to the
Hon. the
Governor
of the
State of
New York

Received
of the
Hon. the
Governor
of the
State of
New York
the sum of
\$100.00
for the
purchase of
land

Very truly
yours,

J. B. Smith
Secretary
to the
Hon. the
Governor
of the
State of
New York
1855
March 10th

[Faint, mostly illegible handwritten text at the top of the page, possibly including a date like "1851"]

[Faint handwritten word, possibly "Said"]

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[Faint, mostly illegible handwritten text at the top of the page, possibly including a date or header.]

[Faint handwritten text in the middle section, possibly a list or a series of notes.]

[Faint handwritten text in the lower middle section, continuing the notes or list.]

[Faint handwritten text on the left margin, possibly a reference or a small note.]

[Faint handwritten text on the bottom left margin, possibly a signature or a final note.]

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the ship
1844

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1899
1900

the weather was so bad
that we were unable to
go out without
the most of the day
being spent in the
boat.

1852

Lat. 58° 13' N
Long. 15° 48' E

11th May

At 10 AM the ship was
seen from the shore
at 11 AM the ship was
seen from the shore
at 12 PM the ship was
seen from the shore
at 1 PM the ship was
seen from the shore
at 2 PM the ship was
seen from the shore
at 3 PM the ship was
seen from the shore
at 4 PM the ship was
seen from the shore
at 5 PM the ship was
seen from the shore
at 6 PM the ship was
seen from the shore
at 7 PM the ship was
seen from the shore
at 8 PM the ship was
seen from the shore
at 9 PM the ship was
seen from the shore
at 10 PM the ship was
seen from the shore
at 11 PM the ship was
seen from the shore
at 12 PM the ship was
seen from the shore

fresh water
small ship
have to wait
until about 10 AM
at 1 PM the ship was
seen from the shore
at 2 PM the ship was
seen from the shore
at 3 PM the ship was
seen from the shore
at 4 PM the ship was
seen from the shore
at 5 PM the ship was
seen from the shore
at 6 PM the ship was
seen from the shore
at 7 PM the ship was
seen from the shore
at 8 PM the ship was
seen from the shore
at 9 PM the ship was
seen from the shore
at 10 PM the ship was
seen from the shore
at 11 PM the ship was
seen from the shore
at 12 PM the ship was
seen from the shore

From June 1 N. E. to N. W.
 and windy, much as the other
 75 PM made the first
 day part of the summer
 season of 1880.
 Lost by lbs 60 40
 Gain by lbs 120 30

St. John
P. M.
C. M.
C. M.
C. M.

11/11/11

11/11/11 11/11/11

Lat 6. 11.30 64 - 20 N
 Long 151. 11.30 78 - 00 W

Wednesday, May 31

Ship was lying in company
 with the schooner, a low land breeze
 blowing from the S. at 5 P.M. a breeze
 sprang up from the S. blowing out of the
 channel. The schooner was seen
 at 10 P.M.

17

Sum 1

m. 1. 8.

part
Dinner lay

211 H 11

Wednesday June 10

From E. S. C. Thick fog. Ship in sight from
on the sea under short sail at 11 a.
m. before 11. fog lit saw 17 ships in

Lat 2 1/2 N 64° 42'
Long By Chron 175° 27'

21 June

at 10 A.M. a chance wind from N.W.
lift up anchored to the North

Monday June 15

light airs from S.W. & S.E.
saw 20 ships one sailing
towards the land another the same
the night calm but wind
times stood in among the sea
Bright

Tuesday June 16

fresh breezes from S.E. thick fog
often the sea will
the same weather in the
more sea

Q. 1000

1 + 2

1, 1, 1, 1

B.B. got

this paper &

at 6 P.M.

1000

1000

1000

1000



On the
the
the
the
the

upon
the
the

the

2

On the
finished boat in 1800

the

high bridge
to the S. C. and the
come in thick smoke
the port bestruck
before the 1st of July

1. 1. 1.

2. 2. 2.

3. 3. 3.

4. 4. 4.

5. 5. 5.

6. 6. 6.

7. 7. 7.

8. 8. 8.

9. 9. 9.

10. 10. 10.

11. 11. 11.

12. 12. 12.

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16. 16. 16.

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18. 18. 18.

19. 19. 19.

20. 20. 20.

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22. 22. 22.

23. 23. 23.

3700

to make it

Wednesday

11 AM in morning the other
12 PM in morning the other

12 PM in morning the other
12 PM in morning the other

12 PM in morning the other
12 PM in morning the other

Sunday July 12

light breeze from N.W. Clear weather
Starting at 10 AM in company with the
Barinthe and 2 PM took a boat N.E. at 5 PM
East Cape and S.W. by S. 20 miles. Discovered the
S.E. by S. by a pass 23 miles. Latter part smooth
and air calm saw a few Skuas and Cakes of Ice

Monday July 13

Calm small air. Thick fog at times

N.N.W. wind at times

N.E. by S. fog at times

24

pleasant breeze from S.W. Clear weather

N.W. at 2 PM saw a boat

got lost at 8 PM got the boat

lost him in view at 10 PM

the same chase more or less

123 6" 551
123 6" 551

123 6" 551
123 6" 551
123 6" 551

123 6" 551
123 6" 551
123 6" 551

To the

4

middle and last part fresh beeper

Mander July 21

derate beeper from S. B. clear at times
Takes at 5 P.M. wind and
C. E. spoke Zarkie Barnstar
middle and latter part

July 25

from S. B. ship and differ
note latter part fine and
beeper

Long Bay 68 31
Long Bay (Chon) 26

Thursday

Aug 1st

Saw 12 ships

11

12

13

14

15

16

17

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the weather

Friday Aug 2

Wrote to the friends. N.W. attended with the
and saw ship on different facts saw a whole
stomach did not see him again
in the afternoon

Saturday Aug 3

Wrote to the friends and saw ship on different facts
saw a whole stomach did not see him again
in the afternoon

Sunday Aug 4

61

11

Saw 12 ships

12

13

1860

Let us be like the birds of the air

at 3 P.M. 7 miles from middle of lake
the spring. at Stone Bay, Ont.

11. 11

Sept 28 Sunday
Lectures at 4 P.M.
afternoon
I have 1 each of 100
Bey midland

1845 - 1846

Lat 30 00 Long 100 00
Sun Bu Ch 1934

Lat 30 00 Long 100 00
Sun Bu Ch 1934
w/ n rain

Lat 30 00
Dist 21

at 3 P.M. with rain
died away
got within 10
Stowing Oil Saw Two
Low Power Lt bearing N by E
Steered N by E

Lat 30 00 Long 100 00

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Aug 25
At 11 AM I went to the beach and saw two ships to the NW. One was a small schooner and the other was a larger ship. They were both heading towards the beach. I went out to the beach and saw the ships. They were both heading towards the beach. I went out to the beach and saw the ships. They were both heading towards the beach.

Aug 25
At 11 AM I went to the beach and saw two ships to the NW. One was a small schooner and the other was a larger ship. They were both heading towards the beach. I went out to the beach and saw the ships. They were both heading towards the beach.

light
at 10
A. M. ...
at 4 P. M. ...
middle part ...
C. H. C. ...
but a little cutting ...
G. 7
... breezes ...
... ship ...
... lot ...
... lot ...
...
tacks ...

15
August

[Faint, mostly illegible handwritten notes]

Harbor Aug^r

[Faint handwritten notes]

1. Tuesday Sept 2^d
Clear weather at 1 P.M.
At 1 P.M. I took the boat
and went to the light house
the light was lowered for a while
and I saw the ship

Lat 35° 45' N
Long 114° 34' W

[Faint handwritten notes at the top of the page]

[Large, faint circular stamp or drawing in the upper center]

[Faint handwritten notes below the stamp]

[Faint handwritten notes in the middle section]

[Faint handwritten notes in the lower section]

[Faint handwritten notes at the bottom of the page]

[Faint, mostly illegible handwriting at the top of the page, possibly containing a date or location.]

... in company at 7 AM
 ... 15 miles ...
 ... middle and latter part ...
 ... S. 10th.

... 15 miles ...
 ... Cape ...
 ... 25 ...
 ... sail ... Straits
 ... middle and latter part the same at 5 AM ...
 ... up ...

Saturday Sept 12

... A. C. thick weather ...
 ... moderate ...
 ... at 4 PM hauled back and ...
 ... 15 lbs of water at 6 PM
 ... by 8 in company ...
 ... moderate ...
 ... at 9 AM hauled up ...
 ...

Wednesday Sept 16

Left by 11 AM 53 37 N

Left by 11 AM 53 37 N

Left by 11 AM 53 37 N

Thursday Sept 17

Small baffling air and calm's fine weather, at 3 PM
got a breeze from E. S. E. Steered S. by W. then
drew two pin buoys. At 12 midnight wind
N. E. Steered as above latter part hauls
moderate set all sail a rough sea, hammering

Left by 11 AM 53 37 N

Friday Sept 18

Strong wind from N. at night, Steered
at 10 PM. Changed her course to S. by
middle part the same latter part
moderate at 5 AM wind hauls
Steered S. E. by the wind

Left by 11 AM 53 37 N

Left by 11 AM 53 37 N

Strom
H. E. in middle part of the
letter sent to me at 8 & the
news of J. H. Mcgat
and blowed us to a hazy
handed the course of the
train to

Strong gales from west
 weather at 3 P.M. rough
 and cold at 4 P.M. calm
 the weather was
 sunny and the wind

[Faint, mostly illegible handwriting at the top of the page]

[Faint handwriting, possibly starting with "middle part"]

[Faint handwriting, possibly starting with "middle part"]

[Faint handwriting, possibly starting with "middle part"]

[Faint handwriting at the bottom of the page]

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moderate breeze
 Steered S. by E. ...
 The same at noon ...
 Thursday ...
 Small air from W. ...
 E. at 6 P.M. got ...
 middle and ...
 ...
 ...
 ...

[Faint, mostly illegible handwriting at the top of the page, possibly including a date or location.]

[Faint handwriting in the middle section, possibly describing a survey or observation.]

[Faint handwriting in the lower middle section, continuing the notes.]

[Faint handwriting in the lower section, possibly concluding a paragraph.]

[Faint handwriting at the bottom of the page, possibly a signature or final note.]

... 1861 ...
... 30th ...

... 2nd ...

... at 6 P.M. ...
... down fore top mast ...
... Steerer for it ...

... from S. Claude ...
... at 2 P.M. ...
... got the top mast ...
... at 5 P.M. ...
... at 2 P.M. came to anchor ...

1897. Louis. K. 1842.

...

... ..

1950

Tuesday Nov 11th

Begins with

under cover

Capt sent Luc off the vessel

P.M. the Capt came on board

light variable winds

with heavy rain

shore

Wednesday Nov 12th

They with light S.E. winds and buoy

went off and on at 2 P.M. the

Capt went ashore to get the saws

and by middle and latter part of the

day strong rains employed with

rigging saw & sail

Friday Nov 13th

This day begins with fresh breeze

off and on at 10 A.M.

The Capt came on board and

and stood to the S.E. employed

the anchors and cables

crews and watches

commenced with calm pleasant weather
and the part of the day light
wind course N^W by N^W P^W saw
and lowered the boats without
Lat 20⁰ Long 15⁰ 30⁰ E. C. m.

Monday Nov 16th
This day begins with light trades and
pleasant weather course N^W by N^W P^W
and latter part of the day fresh trade
employed breaking out water and setting
up rigging. Lat 20⁰ - 17⁰ S. Long 15⁰ 30⁰ - 12⁰
So. C. m.

Tuesday Nov 17th
This 24 hours begins with light trades
and pleasant weather course N^W by N^W P^W
and latter part of the day light
variable winds, the Island of Cuba bearing
15 miles. employed setting
up rigging and sorting potatoes.
Lat 21⁰ - 30⁰ S. Long 15⁰ 30⁰ - 40⁰
So. C. m.

Sept. 2. 1881

Saturday Nov 21

This 24 hours begins with fine
pleasant weather by the wind blowing
by N. to S by E. and the bar
an old one. much more better than
the same. empty of clouds.

Lat 26-16 N. Long 139-30-W.

S.O. Ends.

Monday Nov 23rd

Remains with fresh trades. By the
day wind E. middle and lower

middle and gaff top sail. and
by bow and waist boats on the upper
deck employed at various duties.

Lat 28-02-N. Long 137-08-W.

S.O. Ends.

Tuesday Nov 24th

Nov 24 hours begins with strong breeze from
E by the wind heading NE by E. At 14
hours the fore top sail. middle and latter
part of the top heading NNE. turned the rear
of the top sails and sent down top gallant
sail boom crew employed at various
duties. Lat 29-50-N. Long 135-42-W.

S.O. Ends.

Wednesday Nov 25th

Begins with strong easterly winds by the
wind heading NE. middle and latter
part of the top heading N. set the main
top gallant sail. unbent the fore top
gallant sail and bent an old one
plus breaking out water fitting
the fore ropes and various other
duties. Lat 31-50-N. Long 133-00-30.

S.O. Ends.

Brig - S. - Long Bounding to the East.

December 2. 1863
This day begins with strong breeze from N. by E. at 7. P. M. took in top gallant sails fly, 1st and 2nd gaff top sail. At 3. Double under the fore top sail and lost in the squalls. Late part of the day heavy squalls across from N. with hail. During E. N. E. running the caps out of the fore top sail.

Friday August 27. 1863
This day begins with fresh breeze from N. by E. accompanied with light rain. After the wind heading N. middle and latter part of the day light winds employed setting rigging and fitting foot ropes. Lat 36-22 Long 133-52-18. W.

Saturday Nov 28th 1863
This day begins with light breeze from N. E. by the wind heading N. latter part of the day N. W. W. winds accompanied with rain carrying all sail course N. E. by E. crew on at various duties. No observation.

Sunday Nov 29th 1863
This 24 hours begins with strong breeze from N. N. W. course N. E. by E. at 7. P. M. took in top gallant sails fly, 1st and 2nd gaff top sail. At 3. Double under the fore top sail and lost in the squalls. Late part of the day heavy squalls across from N. with hail. During E. N. E. running the caps out of the fore top sail. Lat 37-30. N. Long 133-52-18. W.

[Faint, mostly illegible handwriting at the top of the page, possibly from a previous page or a very light entry.]

Tuesday Dec 1st

... with strong north...
... with heavy squalls...
... sail... course E by N...
... by C...
... Lat 26... 140...

Wednesday Dec 2nd

This 24 hours begins with fresh breeze
from the westward, carrying all sail
course N E by E. middle and latter part of
the day strong gales from W S W. accompanied
with rain squalls. close reefed the top sail
and fore sail in main sail. unbent the fore
top mast staysail repaired it and bent it again
Lat 37 = 26 = N. Long 140 = 13 = W.

Thursday Dec 3rd

Began with fresh gales from the W S W.
accompanied with rain squalls. course E by N
to W... the upper part of the main top
... of the day moderate made all one
... strong breezes took in top sail
... reefed the fore
... unbent the fore top sail and
... in its place.
Lat 41 = 22 = N. Long 136 = 09 = W.

S.O. Ends.

Friday Dec 4th
This day begins with fresh breeze from S.W. 11
miles per hour. Lat 33-34 N. Long 124-25 W.
Sailed at 10 AM. Sailed at 10 AM. Sailed at 10 AM.

Saturday Dec 5th

This day begins with fresh breeze from S.W. 11
miles per hour. Lat 33-34 N. Long 124-25 W.
Sailed at 10 AM. Sailed at 10 AM. Sailed at 10 AM.

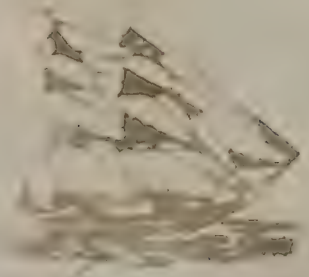
Sunday Dec 6th

Commenced with light breeze from S.W. 11
miles per hour. Lat 33-34 N. Long 124-25 W.
Sailed at 10 AM. Sailed at 10 AM. Sailed at 10 AM.

Monday Dec 7th

This 24 hours begins with light breeze from the southward course
middle and latter part of the day with
winds and pleasant weather. Sailed
employed minding sails. Sailed
off duty. Lat 34-35 N. Long 124-25 W.

...light ...
 ...the ...
 ...lost to ...
 ...



Maranda

...and put some ...
 ...to the ...
 ...saw the Calaforn ...
 ...anchor inside of the ...

To Ensign

Thursday Dec 17th

...with light variable wind
 ...weather working up towards
 ...Lagoon. At 3 P.M. anchored
 ...fathoms water. put all the
 ...sails ...

To Ensign

Friday Dec 18th

...24 hours light ...
 ...stood up to the ...
 ...and anchored again ...
 ...with the Bark Richmond ...
 ...at various duties

To Ensign

Secretary

Received

this

of

the

of

the

of

the

of

of

of

Secretary

Set up for a ...
went on ...
along the ...
the

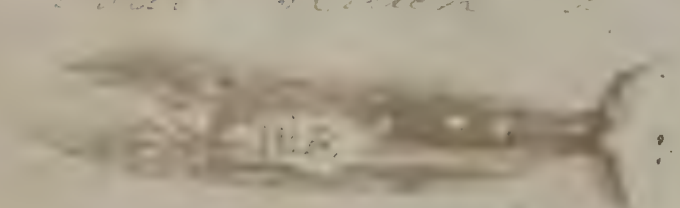
Secretary

Employed painting top
of ... stays. breaking
bolts and nuts.

Secretary

Employed repairing
fore and main top ...
we are boat off ...

Monday Dec 27th
 The weather was so bad that we



The weather was so bad that we
 did not go out. The boat got
 stuck in the ice. The day
 the flowers came up the garden and
 we had the best of luck.

Wednesday Dec 28th

Mr. Smith sent 4 boats up north bay
 without a calf did not return
 from the bay. The day
 the flowers came up the garden and
 we had the best of luck.

Thursday Dec 29th

Mr. Smith sent 4 boats up the
 bay to look for whales. Saw nothing
 and returned to the ship again.

So. G. G.

Saturday

rather foggy
nothing

Sunday

fine weather at 4 boats seen

returned at night without

Monday

Begins with fine weather but in the
middle part fresh breezes. In the
evening 4 boats up the Lagoon for
whales. returned at night without

Tuesday

first part of the day strong breeze
latter part calm 4 boats off

Wednesday

fine weather 4 boats off
for whales. saw nothing. Capt
Ship keeps after first whale
started the oil in to the tank

Monday Jan 11

Very pleasant weather

Monday Jan 11

Very pleasant weather. Went out with
boats to look for whales but saw nothing
at all. ~~Went out with~~
at all.

Starboard boat struck the whale
and killed it and lost the nose. Loss
went aboard and hoisted up. Ship kept
employed tarring and rattling down the rigging.
So Ends.

Tuesday Jan 12

Went out with boats off saw the
whale to day but could not strike
it. In the afternoon came a heavy
fog and the boats did not hold.

Wednesday Jan 13

Went off in the morning with
boats. Middle and latter part of
the day clear. Three of the Camillas
went along side and reported the
Catherine and whale Euphrates two and
Catherine one. Camilla and Tuben also.
So Ends.

Wednesday June 1st

Went out in the morning to look for seals. The weather was clear, up to the point where the seals were found. The seals were found in the morning.

Thursday June 2nd

Went out in the morning to look for seals. The weather was clear, up to the point where the seals were found. The seals were found in the morning.

Friday June 3rd

First part of the day, the weather was light N.W. winds & the seals were without a calf. Ship is employed at various places.

Saturday June 4th

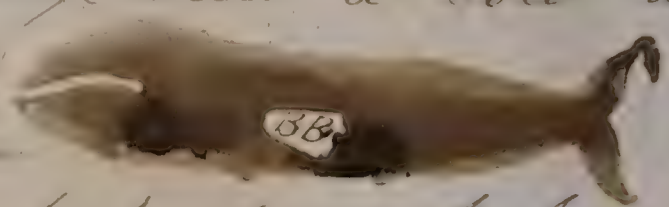
Went out in the morning to look for seals. The weather was clear, up to the point where the seals were found. The seals were found in the morning.

... side and reported the Catharine ...
... the whales office. ship keeper ...
... cutting wood. So Ends.

Friday Jan 22nd
Fine weather drove a cow and calf
deep, clarks lugger but could not
strike her.

Saturday Jan 23rd
Pleasant weather chased the same
whale again to day without success
at 2 P.M. the Capt went down the
bay to the Tobias, employed ...
... and getting hold.
So Ends.

Sunday Jan 24th
... with calm foggy weather, at 11 A.M.
the fog let up saw a cow and calf ...
the boat and ... chased about 5 ...
... boat struck the
at 7 P.M. took the whale along side got
... and set the watches. Capt on board
...
So Ends.



Wednesday Jan 23rd

4 boats off all day. Men
employed cleaning the circus in

Thursday Jan 24th

Open spaces with thick
banks of the lagoon. saw
ship keepers employed at various points
one of them

Friday Jan 25th

Pleasant weather and fresh breezes. 4
boats down the bay. saw 1 whale. spoke to
ship keepers employed at various points

Saturday Jan 26th

Begins with strong breezes. sent 4 boats
up north lagoon. at night the boats
saw nothing. ship keepers employed
bringing off wood running oil in the
boats and various other

Sunday Jan 27th

Throughout the day
4 boats went up the lagoon
nothing. ship keepers
various duties.

Day saw three cows and

with a calf and the
ship's remainder of the day employed

Wednesday Feb 5th

Throughout the day saw
4 boats from the day. saw 2 cows and calves
chased about 6 hours without success and
then returned to the ship. in the afternoon
the boats went up the lagoon. saw a whale
but could not strike her.

Thursday Feb 6th So. Ends

Sent the boats up the lagoon. the harbour
boat struck a whale and drew. the
harbour boat struck her again
and returned to the ship. ship kept
employed boating off wood.



So. Ends.

Sunday Feb 7th
all hands on board

Monday Feb 8th

Ship keepers employed at

Tuesday Feb 9th

First part of the day thick fog. kept
the boats on board. latter part clear
employed boating off wood catching
turtle and wetting hold.

Wednesday Feb 10th

Throughout this day pleasant weather
sent 4 boats up the bay. when
the boats returned. saw nothing
keepers employed boating off

Thursday Feb 11th

Fine weather waist boat struck
first iron in one and 2nd iron in the
the bow boat pulled up to fasten
down. the larboard boat got fast
hauled up to the whales to land
and got capsized. the waist boat
and picked them up.

Wednesday

this

Monday

is with fine weather yet
water is still and calm
part of the day chased into
process. at 6 P.M. anchored
with the Fabrics and Gun Trough.

S. E. winds.

Tuesday

Feb 16

Fine weather & boats off all day saw
a few whales going quick up the coast
at night the boats returned ship to
new main top gallant

Wednesday Feb 17

Pleasant weather & boats off all day
at night the boats returned and
whales employed fitting a new
top gallant mast. wetting hold
work off boats.

S. E. winds.

All the 24 hours pleasant weather
washing ship.

Sunday Feb 21
Throughout this day fine weather

Monday Feb 22
Pleasant weather employed in painting ship

Tuesday Feb 23
Pleasant weather employed in painting

Wednesday Feb 24
Fine weather employed in painting

Thursday Feb 25
Commences with fine weather and light
breeze at 1 P.M. took the anchor and
stood out of the bay. employed in stowing
the anchors and cables.

St. Edwards

Wednesday

the S.E. mid'd and latter part
of the day fresh breezes blowing S by E.
employed setting up rigging
holding hold etc

Thursday

Feb 28

24 hours begins with fresh breezes
the westward course S by N
the day light northern wind
S S W. Lat 20-19- N. Long 110-21-

Friday

Feb 29

begins with light trades and pleasant
weather, carrying all sail. course S S W.
middle and latter part the same employed
lowering down. Lat 19-32- N. Long 110-30- W

Saturday

Mar 1

begins with light trades and pleasant
weather, clearing for Socoro Island. latter
part of the day running along on the south
of the island. Spoke the Fabian
the Capt went on board. employed
in casks with salt water wetting
etc and various other duties.
Lat 18-36- N. Long 111-13-30 W

S. E. mid's.

Long 127-43-

Wednesday Mar 9th

Day begins with fresh breeze and
cloudy weather. course N by E. middle and
latter part of the day the same employ
repairing top sail sheets. making matts
for shifters etc. Lat 18-28-N.

Long 129-47-W.

So. Ends.

Thursday Mar 10th

The 24 hour begins with light trades
and cloudy weather. course N by S.
middle and latter part of the day the same
employed painting the ship. cutting
making matts and breaking out
provisions. Lat 18-10-N.

Long 131-36-W.

So. Ends.

Friday Mar 11th

Begins with light trades course N by S.
middle and latter part the same.

employed at various duties.

Lat 18-09 Long 133-23-W.

So. Ends.

Sunday Mar 19th

Monday Mar 14

Tuesday Mar. 13. 1877

This 24 hours begins with light northerly
winds accompanied with a heavy swell.
carrying lower and top mast standing sails
about W. latter part of the day fresh
breezes. crew employed at various
duties. Lat. 15-28 Long 140-02 = 11 1/2

Wednesday Mar 11

Commenced with fresh north-east wind
carrying all sail. course W^{by} N. by E
and latter part of the day 158 miles
crew employed making matts wash
boats and various other duties.
Lat 18-38-N Long 143-39-W

Early morning. The ship was at anchor.

The weather was very much improved.

The ship was at anchor.

The weather was very much improved.

The ship was at anchor.

The weather was very much improved.

The ship was at anchor.

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The ship was at anchor.

The weather was very much improved.

The ship was at anchor.

The weather was very much improved.

The ship was at anchor.

Wednesday Mar 25th
with strong wind
water low

Thursday Mar 26th
Breeze light with rain
water low

Friday Mar 27th
Breeze light with rain
water low

Saturday Mar 28th
More rain starboard watch ashore
some of the crew employed at
unloading.

Sunday Mar 29th
First part of the day rainy, latter part
clear port watch ashore

Monday Mar 30th
Fine weather ship ready for sea

Tuesday Mar 31st
Begins with light rain
with rain at 5. A. M. took the anchor
and stood out of the harbor. At
discharged the Pilot. Latter part of
the day strong breezes running
the land towards Rowahie. Saw 1 whale

R. C. Smith

Friday Apr 1st
Pleasant weather employed

Saturday Apr 2nd
Pleasant weather employed

Sunday Apr 3rd
Pleasant weather

Monday Apr 4th
Light morning breeze employed hauling
off potatoes also a spare for top mast.
At 8 P.M. took the launch and shaped
our course for Honolulu

Tuesday Apr 5th So. E. wind.
Pleasant weather and light breeze
coming down on the south side of the
island. employed sorting potatoes and
hauling to top mast. saw 1 sail.
So. E. wind

Friday Apr 11th

Lying off and on at Honolulu. At 7 P.M. went to bed in fore cabin. Lying off and on.

Saturday Apr 12th

Lying off and on at Honolulu.

Sunday Apr 13th

Lying off and on at Honolulu. To Day Joseph Bellan took his things.

Monday Apr 14th

Light southerly winds lying off and on at Honolulu. At 3 P.M. the light came on board. Made all sail and went to westward. saw several "sails".

Tuesday Apr 15th

Light southerly winds. W by N. latter part of the day calm. employed fitting new file guy. setting up rigging. getting hold etc.

and the Capt
employed bending
painting
out well. No observation.

Wednesday Apr 20

This day begins with fresh trades
accompanied with rain squalls course
N W by W $\frac{1}{2}$ W. latter part of the day
clear employed sorting potatoes unloading
and bending sails &c. Lat $24^{\circ} - 40' = N$.
Long $173^{\circ} - 41' = W$. S. Ends.

Thursday Apr 21st

This 24 hours begins with strong trades
accompanied with squalls took in the light
sails and double reefed the top sails. course
N W by W $\frac{1}{2}$ W. latter part of the day
moderate made all sail standing
employed mending sails &c.
Lat $26^{\circ} - 31' = N$. Long $178^{\circ} - 23' = W$.
saw 1 sail S. Ends.

Bark Summerland

Saturday Apr 23

Day begins with fresh breeze and
the breeze N by W at 3 p.m.
took in fore top gallant sail. Fly jib
top sail and Mizzen top. Went
away sail. Middle and latter part the
day took in main top gallant sail
altering by the wind heading at 4. employed
mending sails wetting hold etc

Lat 30-23-N. Long 178-24-E.

Sunday Apr 24th

begins with strong breezes from NNE
by the wind heading NNE. Middle and
latter part of the day light easterly wind
carrying all sail course N by W.

Lat 32-18-N. Long 177-34-E.

So. Ends.

Monday Apr 25th

the 24 hours begins with light easterly
winds. course N by W. latter part
of the day light SE winds accompanied
with fog and rain steering N by W.
employed mending sails. saw plenty fowl

Lat 34-22-N. Long 177-45-E.

So. Ends.

Frederick City Md

Thursday Apr 28th

Friday Apr. 29th

Begins with fresh breezes from the S. & S. W. by S. latter part of the day strong northerly winds soult. under the sails and furled the gill and courses. by the wind heading W. N. W.

Bark - same as 11th

12th

13th

14th

15th

16th

17th

18th

19th

20th

21st

22nd

23rd

24th

25th

26th

27th

28th

29th

30th

31st

1st

2nd

Wednesday May 5th

Thursday May 6th

Boysen with a great deal of snow from the
SE and a light breeze from the same quarter
in the evening. The wind shifted to the NW
and the sea was very rough. The ship was
driven to the N. and the wind was very strong.
The ship was driven to the N. and the wind was
very strong. The ship was driven to the N. and
the wind was very strong. The ship was driven
to the N. and the wind was very strong.

Thursday May 6th

Commences with strong breeze from the
SE the wind veering to the N. turning the
ships out of the top sails. Latter part
of the day with strong winds heading N. and
N. by E on tack and E to SE on the return.
No observation. S. C. Eric.

Friday May 7th

This day begins with fresh breeze from
the N. E accompanied with light snow
squalls. by the wind heading N. N. W.
carrying all sail. Middle and latter part
the same. Lat 43-53 Long 16-34-12
S. C. Eric.

Saturday May 8th

This 24 hours begins with fresh breeze
from the N. E by the wind heading N. N. W.
carrying all sail. Middle part of the
day heading N. and N. by E. Latter part
of the day strong gales from N. N. E.
accompanied with snow squalls by the
wind heading N. W. under close reefed
top sails and stunsails.
No observation.

accompanied with a
at 10 P.M. the sun appeared
and main sail. Latter part
strong gales from W heading
reefed the fore top sail.
main sail. Lat 30

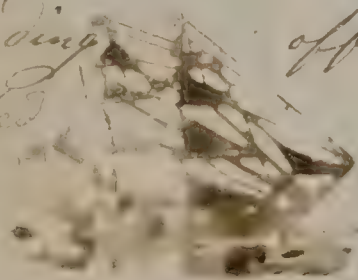
Commenced with strong weather
accompanied with snow by the sun
N.W. under storm sails. Latter
of the day snowed.
Lat 31 = 34 = N. Long 171 = 44 = E

This 24 hours begins with light variable
winds and pleasant weather. Latter part
heading N.W. carrying all sail. Latter
part of the day S.E. winds. Latter part
by W and N.W. saw several auroras.
Lat 33 = 12 = N. Long 171 = 44 = E

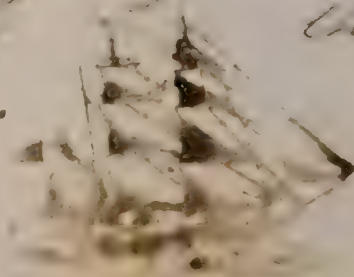
Monday May 10
This day begins with strong variable
winds and squally. Took in the
sails and double reefed the top sail.
Latter part of the day strong
winds accompanied with snow.
Heading N.W. on one tack and on
on the other.

Thursday May 17th
Began with light westerly winds
fair weather carrying all sail.
In the latter part of the
day saw some ice.
Hauled out the after hatch
Lat 56 = 54 = N. Long 173 = 30 = E.

Friday May 18th
Began with light southerly winds
fair weather carrying all sail. Course
set S. by E. came to heavy ice
and ran up fore top gallant
and hauled on the
to the S. W. latter part of the day
breezes standing off and on the ice
double reefed top sails. saw 4 sail
Lat 54 = 18 Long 173 = 35 = E.



Saturday May 19th
Began with fresh breezes from the south
ran off and on the ice under easy sail.
latter part of the day light S.E. winds spoke
San Williams and the Capt came on
Lat 57 = 24. saw 2 sail
S. E. Ends.



Day
 Friday May 20
 Began with light winds and pleasant weather
 lying off and on the ice various vessels
 creped top sails out. At 2 P.M. lowered
 the reefs out and kept off to the N. W.
 latter part of the day light winds from
 E. N. E. to N. N. E. heading from N. to N. W.
 No Observation
 Lat 34° N. Long



Saturday May 21
 This 24 hours began with light
 easterly winds and pleasant weather
 lying off and on the ice various vessels
 creped top sails out. At 2 P.M. lowered
 the reefs out and kept off to the N. W.
 latter part of the day light winds from
 E. N. E. to N. N. E. heading from N. to N. W.
 No Observation

Sunday May 22
 Commences with light weather
 by the wind heading N. W. At 1 P.M. saw
 times during the night. latter part
 of the day calm and foggy
 saw 4 sail
 Lat 39° 28' N
 Long 171° 78' W



Monday May 23
 Begins with light baffling winds and
 foggy. course N. E. latter part of the
 day lying off and on the ice
 company with
 light
 Lat 39° 35' N
 Long 171° 45' W
 the Mercury came in
 Pacific Is. May 16



H. C. S.

Thursday May 26th

Friday May 27th

... were right southerly and flew
 ... working through the ice to the
 ... part of the day thick fog and calm
 ... about. latter light weather
 ... off and on the ice. spoke
 ... and fresh swift. saw
 ... no observation



10. E. 1. 5.

Commenced with a
accompanied with snow. off
ice under close reef
of the day moderate.

Monday May 30
This day begins with
pleasant weather
Town and got
latter part
employed stowing
Lat 59-30=N. Long 174-05. E.
saw 20 sail. S. E. by S.

Tuesday May 31
This 24 hours begins with light variable
winds and pleasant weather lying off
and on the ice. latter part of
the day fresh breezes from the N.E.
accompanied with snow. spoke
the Wm. C. Nye of San Francisco
and the Capt went on board.

Wednesday June 1
Begins with fresh breezes from the N.E.
off and on the ice under easy sail.
latter part strong breezes from the N.E.
with snow squalls spoke the
Vineyard of Edgar Town and the Capt
came on board saw several sail.

Northumberland June 3rd 1854

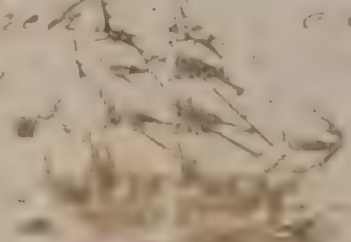


Monday June 3rd
A heavy fog from the north
and the ice under easy sail. The
fresh breeze from the north
carried the reefs out of the top
and the vessel making a northward
course with great ships.
Longitude 113° 50' W. Lat. 58° 30' N.

Tuesday June 4th
The fog began with fresh breezes from
the north and the vessel was heading E on
the north and W on the other. Middle
of the day light
and the vessel was working to the N. W.
The color of New Bedford
and the Capt. sent on board. saw several
ships at 10000 ft. Longitude 114° 47' W. Lat. 58° 30' N.



Wednesday June 5th
The light N.E. winds and pleasant
weather. The vessel heading E.S.E. on the
north and the other. Latter part of
day aback close to the ice.
The vessel and the Capt.
saw 26 sail.



Monday June 1st
 Throughout this day the weather
 pleasant weather lying off and on the
 middle and latter part of the day
 light breezes from N.W. spoke the
 bark Isabella and the Capt. came
 on board. saw 28 sail. So. Ends.



Tuesday June 2nd
 Throughout this day the weather
 pleasant weather lying off and on the
 middle and latter part of the day
 light breezes from N.W. spoke the
 bark Isabella and the Capt. came
 on board. saw 28 sail. So. Ends.

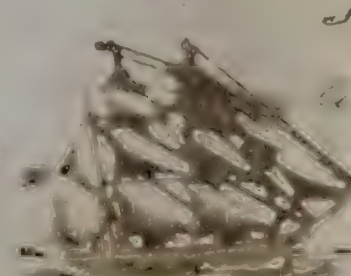


Long 178° - 43 = E. saw 28 sail. So. Ends.

Wednesday June 3rd
 Begins with light northerly wind and
 pleasant weather. lying off and on the
 middle and latter part of the day
 light breezes from N.W. spoke the
 bark Isabella and the Capt. came
 on board. saw 30 sail. So. Ends.



Thursday June 4th
 This day begins with light breeze
 from N.W. off and on the ice. at
 7 P.M. thick fog. latter part of
 the day clear and fair. spoke the
 bark Isabella and the Capt. came
 on board. saw several sail.
 So. Ends.



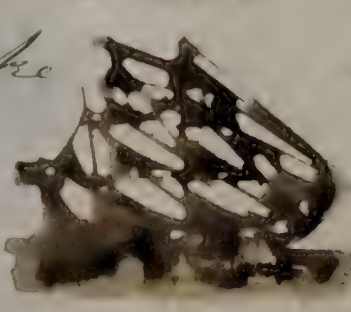
latter, ...
Lat 46

Wednesday

Commences with strong ...
the southward steering ...
under easy sail. at 6 P.M. ...
the wind with the fore top sail ...
the weather foggy. latter ...
day moderate made all sail ...
N.E. no observation saw several ...

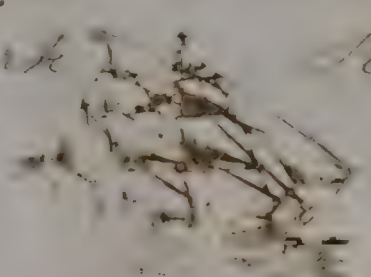
Thursday June 16th

This day begins with light ...
carrying all sail ...
P.M. spoke ...
Capt went on board ...
of the day thick fog ...
several bow ...
boats and the larboard ...
boat struck ... brought him ...
the ship and cut him in. saw 3 sail



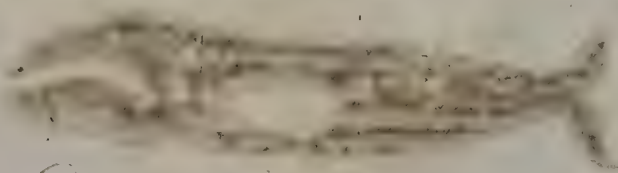
Friday June 17th

Begin with calm foggy weather ...
ground with the ice. middle and latter ...
part of the day light variable ...
and thick fog. off and on the ...
employed boiling. saw 3 sail ...
took the Bark Robert Young



Lat 61-27 Long 177-28 E. Lane in sig

Sunday June 19th

Remains with light S.W. winds and pleasant weather. Steering to the northward through the ice. Saw a few whales. Lowered the boat. The crew went ashore. Brought the whale to the ship.  Put him in 100 bbls of oil during the day. Saw several seal.

Lat 61-38 N. Long 177-07 E.

So Ends

Monday June 20th

Remains with light southerly winds and pleasant weather. Drifting around in the ice under easy sail. Middle and latter part of day employed boiling.

Lat 61-40

Long 177-04.

So. Ends.

Tuesday June 21st

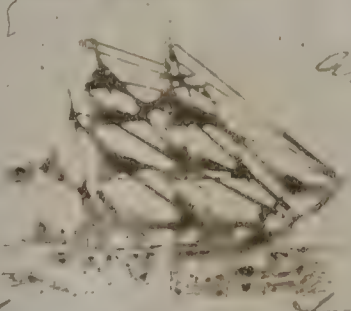
Day begins with light baffling wind and pleasant weather working to the east through the ice. Latter part of the day with S.W. winds. Running along the land in company with several ships. Spoke by Anolita and the Capt came on board. Employed boiling.

Lat 61-45

Long 178-07

Lat 62 1/2
This day begins with fresh breeze from the S.W. Steering to the northward and latter part of the day sailing with breeze from S.W. accompanied with fog. The wind heading S.E. on one tack and on the other under double reefed main top sail and close reefed fore. saw 10 ships

Friday June 22

Commences with strong gales from S.W. accompanied with fog. Ship under storm sails. latter part of the day moderate and clear made all sail and  and the Capt went on board. Saw several ships boiling. Lat 62 1/2 Long 117-31 W. employees 10 E. 10 S.

Saturday June 23

Begins with fresh breezes from S.W. Steering N.E. latter part of the day light S.W. winds accompanied with fog. The ice and hauled on the wire with the fore top sail aback. employees breaking out provisions.

to the
the
the line

Monday June 27th
Sailed from the S. S.
for steering S.E. by S. 1/2 E
part of the day
part steering to the S.E.
nothing in books
S.E. winds.

Tuesday June 28th
Sailed with light S.E. winds
steering S.E. by S.
part of the day clear
saw plenty of drift fish

Wednesday June 29th
Sailed with light S.E. winds
steering S.E. by S.
part of the day clear
saw plenty of drift fish

Thursday June 30th
Sailed with light southerly winds and clear
steering S.E. by S.
saw plenty of drift ice
Sailed. Lat. 67-23-30 Long 163-40
S.E. winds.

went on board
of the day str.
by the wind
and SW on the other. saw pl. and ice
and 3 sail. Lat $67^{\circ}33'$ Long $168^{\circ}40'$

Saturday July 2nd
Commences with fresh breeze from
SSE. accompanied with fog squalls.
the wind under easy sail. latter
part of the day light winds
pleasant weather. stood to the westward
as far as the ice. spoke the Bark
Abigail 2 whales. saw 11 sail.

Lat $67^{\circ}36'N$ Long $170^{\circ}42'W$

Sunday July 3rd
Begins with light breeze from the N. then
carrying all sail steering to the N. E.
latter part of the day light breeze from
W. S. W. accompanied with fog by the wind
heading S. saw 7 sail.

Lat Long

Monday July 4th
This day begins with light breeze from the N. E.
the wind heading S. Middle and
last the same spoke by the
carrilla fish swift and Mermaid
of ice and no whales
saw the Land.

1st 1/2nd accompanied ~~by~~ with fog
saw the spoke the Merlin and
Hollis and the Capt's came on board.
and the ship was under sail.
Lat 43. 1st Long 168 = 47 W.



Friday July 8th
At 2 1/2 hours begins with fresh breeze
from the northward. the weather clear
at 10. raining along the ice. Rain
during latter part of the day the sun
the dark Harvest. Fabius.
Hills and Cape Horn. P.



Sunday July 11th
 Begins with light northwesterly wind
 thick fog. lying with the fore top sail set in the
 latter part of the day the Capt. went
 on board. lowered the top sail. saw 6 sail.
 Lat 68-30 Long 15-44



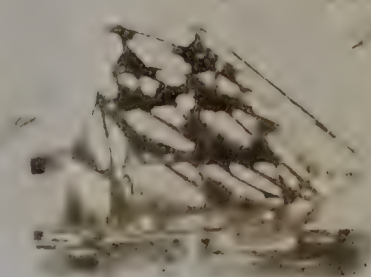
Monday July 12th
 This day begins with light northwesterly wind
 and fog. Steering to the eastward. In the
 part of the day thick fog and rain. In the
 the boats for walrus and took 13
 2 sail. No observation.
 Lat 68-30 Long 15-44

Tuesday July 13th

This day begins with light northwesterly wind
 and fog. Steering to the eastward. In the
 part of the day thick fog and rain. In the
 the boats for walrus and took 13
 2 sail. No observation.

Wednesday July 14th

Begins with light northwesterly wind
 accompanied with fog. In the
 part of the day thick fog and rain. In the
 the boats for walrus and took 13
 2 sail. No observation.
 Lat 68-30 Long 15-44



Book of the ...

Wednesday July 13th

Thursday July 14th

10. E. m. s.

Thursday July 14th

... with strong northerly winds
... double reefed top sails heading N^o 45
... the other middle and
... part of the day under close reefed
... sails heading to the NE saw the
... ice and 2 sail. Lat 67-30
Long 167-33

Friday July 15th

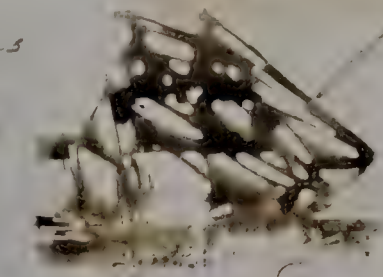
... with strong northerly
winds accompanied with fog. under
double reefed top sails heading N^o 45
... part of the day under close reefed
... sails. latter part double reefed top sails
... saw 20 sail. employed ...
... and water. Lat 67-32
Long 165-37

Saturday July 16th

This 24 hours begins with strong north
winds. under double reefed top sails
... to the westward middle and latter
part of the day light winds made
... heading N^o 45. spoke
the ... and Captains ...
... went on board. employed stowing
... the walrus oil. Lat 68-07
Long 169-10



commences with light and
working to the ship. At 10 o'clock
of the day light breeze from NNE winds
weather steering SSE. At 11 o'clock
uprates and Martinu and
Capt went on board. saw 11 sail.
Lat 68 = 48
Long 161 = 48



Tuesday July 23
This day begins with light breeze from
NNE steering SSE. Latter part
day light breezes from NNE
with fog by the S. spoke the
Capt went on board. saw 7 sail.
Lat 68 = 48
Long 170

Wednesday July 24
This 24 hours begins with light breeze
from WNW accompanied with fog.
the wind heading SW by S. Latter
the day SE winds steering NNE by
covered the boats for devil fish with
rocks. saw 2 sail.
Lat 68 = 48
Long 172

Commences with light N. E. breeze in
pleasant weather. Sailing. Left sail down
up off N. W. latter part of the day
breeze fresh the
and Thom Dixon
19 sail. Lat

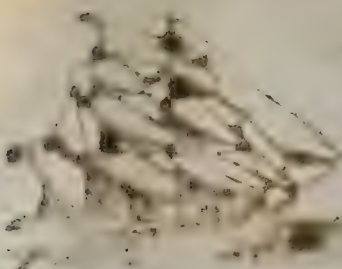
Thursday July 25

This day begins with strong breezes from
the westward cruising along the ice under
reefed top sails. Latter part of the
day strong gales from N. E. W. accompanied
with snow squalls. Ship under storm
sails heading S W on one tack and N
on the other. saw 10 sail. Lat 69-18
Long 169-28

Friday July 26

Begins with strong gales from N. E. W.
accompanied with snow squalls. Ship
under storm sails heading S W on one tack
and N on the other. Middle and latter
part of the day the sun seen
1 ice and 10 sail.

Lat 69-06
Long 169-50



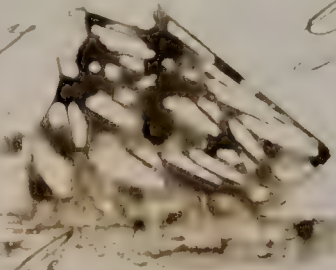
Sunday July 31st

Strong breezes from the
N.W. by the wind heading N.W.E. under
all sails by mid. latter part of
the day light winds turned the reefs out
of the top sails by the wind heading
the N.W. spoke the Minrod. Europa
and Thomas Dixon and the Capt went
on board. saw plenty of ice and several
sail. No Observation. So Ends.



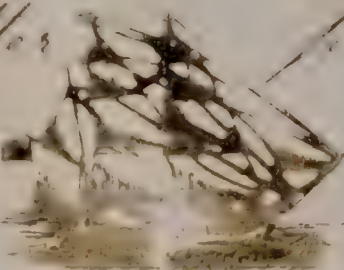
Monday July Aug 1st

This day begins with light N.W. winds
cruising along the ice. middle and latter
part of the day light baffling winds
spoke the Europa and Capt Milton
went on board saw 10 sail and
caught two walrus. So Ends.



Tuesday Aug 2nd

begin with light N.E. winds cruising
along the ice. latter part of the day
strong breeze from the eastward spoke
the Europa and the Capt went on
board. saw some drift ice and
several sail. No Observation.



Thursday Aug 4th
Commences with light easterly winds
cruising along the ice. latter part of the
day fog squalls. saw several whales
with their boats down. Capt came
on board. Lat 69-33 Long 163

Friday Aug 5th
Commences with light easterly winds
cruising along the ice. latter part of the
day fog squalls. saw several whales
with their boats down. Capt came
on board. Lat 69-10 Long 165 15.

Saturday Aug 6th
This day begins with light westerly winds
accompanied with fog squalls. off and on
the ice. latter part of the day southerly
winds. boats down all day in the ice. saw
several whales but could not get
them. Lat 69-10 Long 165 15.
saw 33 sail. So. Enos.

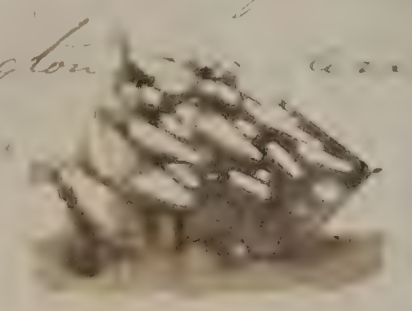
Saturday Aug 6th
Begins with light N.E. winds cruising
along the ice. latter part of the
day southerly winds. saw several
whales with their boats down. Capt came
on board. employed breaking out water. saw
several of them with their boats down.
No Observation
So. Enos.

Monday Aug 7th



Monday Aug 8th
 This day begins with light breezes from
 N.E. off ice - the ice under Double
 ended top sails. spoke the J. Y. Thompson
 on board midship
 southerly winds
 latter part northerly winds carrying
 ice working up to the ice
 Lat 69-35. Long 168-09. W.
 St. Erns.

Tuesday Aug 9th



This day begins with light northerly
 winds accompanied with fog, clearing along
 the ice to the eastward. Spent a new
 main top sail and fore top mast stayed
 spoke the Covington and Harvest and the
 board saw 31 sail
 Long

Wednesday Aug 10

This 24 hours begin with light northerly
 winds running along the ice to the
 latter part of the day the
 fore top sail set
 and saw several sail
 St. Erns.

Friday Aug 12th
Commences with light N.W. winds and
breeze by the wind heading W.S.W. latter
part of the day westerly winds. spoke
the Janus and the Capt went on
board. saw 32 sail several with
their boats down chasing whales and 2 boaters
saw a whale but did not lower.

So. Crids.
Saturday Aug 13th

This day begins with light westerly
winds and pleasant weather. sailing
around the ice middle and latter part
of the day raining spoke the Martha 2nd
and Antonio and the Capt went on
board saw several sail. No Observation

So. Crids.
Sunday Aug 14th

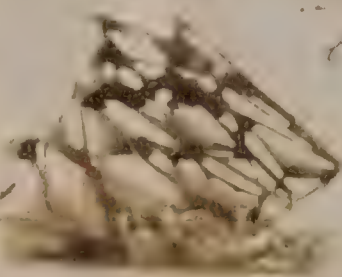
This 24 hours begins with light westerly winds
accompanied with rain, lying aback close
to the ice. latter part of the day light
northerly winds accompanied with fog
made all sail. course E. saw 31 sail
4 boiling one cutting and one whaling
No Observation

Aug 16th
The day clear and the
boat got one brought him to the ship
and cut him. saw 14 seal. Lat 69 = 30.
Long 173 = 00 = W. St. Esch's


Wednesday Aug 17th
Commences with light S E winds cruising
around the ice. middle and latter part of
the day the same. lowered the boats for
a distance but did not see him again.
saw 31 seal. Lat 69 = 43.
Long 173 = 00.

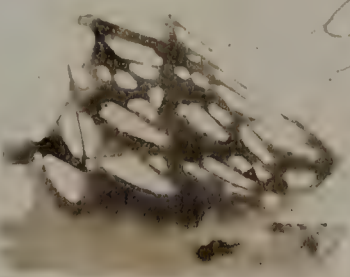
Thursday Aug 18th
This day begins with light S E winds
and pleasant weather. cruising around
the ice. latter part of the day light S E
winds and people getting water off the ice
saw 40 seal and 3 whales. St. Esch's.

Friday Aug 19th
The day with light northerly winds cruising
around the ice. latter part of the day
thick fog. spoke the fish swift
and the boat went on board.
St. Esch's.



Sunday May 21st
 The day began with light breeze
 from the S.W. and the ship
 stood on for the land.

Monday May 22nd
 This day begins with fresh breeze
 from the S.E. towards the land. A
 whale the ~~boat~~  took the whale to the ship and in the
 latter part of the day light winds from
 the Arnolda. saw several sail
 employed boiling.

Tuesday May 23rd
 Commences with light S.E. winds and day
 weather cruising along the ice. In the
 part of the day light S.W. breeze from
 the Congress and the Capt.  saw 1 whale
 employed boiling.

Wednesday May 24th
 This 24 hours begins with light breeze
 from the S.W. cruising along the ice.
 In the latter part of the day strong breeze
 from W.S.W. double reefed the top
 and lowered the boats for whales with
 18 sail. employed boiling.

Whaling Journal August 23rd

Thursday Aug 22nd

24 hours begins with strong northerly winds
cruising around the ice under double
code for sails. Latter part of the day
the reefs out of the top sails and set the
spoke the Mastin and the Capt went on board
saw 14 sail. No Observation.
So Ends.

Friday Aug 23rd

24 hours begins with light easterly
winds cruising around the ice. Latter
part of the day northerly winds. Lowered
the top sails without success. spoke
the ship. saw 29 sail.
So Ends.

Saturday Aug 24th

24 hours begins with light easterly
winds cruising around the ice. Latter
part of the day northerly winds. Lowered
the top sails without success. spoke
the ship. saw 29 sail. the Capt went on board
Long 172-41-W.
So Ends.

Sunday Aug 25th

24 hours begins with strong northerly
winds cruising around the ice under double
code for sails. Latter part of the day
the reefs out of the top sails and set the
spoke the Mastin and the Capt went on board
saw 14 sail. No Observation.
So Ends.

Bark [unclear]

Begin [unclear] [unclear] [unclear]
north [unclear] [unclear] [unclear]
one [unclear] [unclear] [unclear]
the [unclear] [unclear] [unclear]
again [unclear] [unclear] [unclear]

Monday Aug 21st

Commences with light
snow cruising around the
part of the day clear with
from the [unclear]
sails. No Observation. [unclear]

Tuesday Aug 22nd

This day begins with [unclear]
lying too under storm sails, at 6 AM got
the foretop sail and ran down and spoke the [unclear]
and then ran down and spoke the [unclear]
putt the Weaver aboard he wanted to go to [unclear]
and at 9 A.M. got there and kept off S.E. by S
and made sail [unclear] [unclear] [unclear] spoke
the [unclear] lying to under short sail so ends

Wednesday Aug 23rd

This Day begins with strong westerly wind ship
steering S.E. & carrying sail at 3 p.m. came up to
some [unclear] of ice latter part moderate made all
sail cloudy hands employed in receiving new fore
and main top sails hal yards and one ship in
sight

Lat 68 = 05 N
Long 171 = 17 W

Thursday Sept 2nd 1864
Began with light airs and calm after
noon but all day the wind
between 10 to 12 at 6 P.M. a breeze
in. Sounded 23 fathoms to the 150
fathoms. At the 150 fathoms
the wind became heavier and soon
after the wind was all ready. Lat. 66-25 N
Long 168-45 W

Friday Sept 3rd
Hours continues with a strong breeze from the
S. Ship heading S by E. Some sea running
in. Wind from the S. to the Westward
Ship steering S E by S Snowy weather

Saturday Sept 3rd
This 24 hours begins with a light breeze from the
W. N. W. Ship steering S E by S with all sail set
At 7 P.M. Sounded 23 fathoms. Middle part Sounded 20
fathoms. Got some 18 to 19 fathoms. Latter part Wind baffling
and rained. Steering S by E at 11 P.M. Sounded 32 fathoms
Clear off the bottom. Lat. 66-25 N
Long 168-45 W

Sunday Sept the 4th
Comm. with light baffling wind and rain weather
Ship steering S by E. Lower the Starboard Boat down to try the
current found it was setting to the S E at 11 P.M. lower the
foreyard back at 2 A.M. Up of S by E in
the forenoon wind hauled to the S Ship heading S S W. Thick fog
Sounded 34 fathoms. Latter part clear off made
East Cape and the Diameage to windward. At 1 P.M.
Winds hauled to the E. S. E. Ship heading S. Saw one sail in sight

Lat. 66-05 N
Long 168-57 W

Thursday, Sept 4

Monday Sept 5

Commenced with a light breeze from the N. by E.

Ship heading S. between Cape Coast and the Diamant
Saw one sail a Steamer at 11 p.m. The same day 6 miles
off on our starboard beam ship steering S. at 12 A.M. light
at 7 A.M. I got wind from the north with rain
Weather

Long 121-13 W

Lat 64-40 N

Monday Sept 6

Commenced with a light breeze from the N. by E. at
9 A.M. rain weather at 6 p.m. clear off wind from
the N.W. and haul to the ship heading S. to
St. Lawrence Island with light breeze from the N.W.
Provision

Lat 63-45 N

Long 171-46 W

Monday Sept 7

Commenced with a light breeze from the N. by E. at
8 A.M. haul to the ship heading S. at 11 p.m. haul to the ship heading
S. W. by W with the fore yard back a trading with the
Indians had 3 canoes a long side being baffling latter
part winds haul round to the N.E. ship steering
Watch employed in odd jobs Got out a cork of bread

Lat 63-18 N

Long 173 05 W

Thursday, Sept 8

Commenced with a strong breeze from the N. by E. at
10 A.M. at 4 p.m. took in the light S. by E. and haul
relief the topsails and the fore-mainsail blowing strong
At 7 p.m. haul off S. by W. and during the night haul the
fore sail and close up the fore top. Wind N.W. and
still hauling to the west

Lat 60-30 N

Long 173 07 W

Damerlane Monday 9th Sept 1863

Friday Sept 5

Came with a light breeze from the W
Ship heading S by E under double reefed sail
and reef mainsail at 4 p.m. Moderate
breeze off S E & W turn the reef off and set
the Regatta sail. Wind still blowing round
at S E & W. Middle part took in the Light sails
and double reefed the topsail. Wind from the
W ship heading S E by E & E. Latter part turn the
reef out of the topsails put the Larbut Anchor
on the bow and got out water and made new
pendant to the foremast & staysail (gaine
breeze)

Lat 58-54 N

Long 174-56 W

Saturday Sept 19

Came with a strong breeze from the S ship
heading S E by E & E at 2 p.m. Double reef the top
sails and put the 2d & 3d courses middle and latter part
calm with back of rain at 5 A.M. Made sail
and set the Light sails at 10 A.M. Light air from
the S ship heading S E by S. Launch employed in odd
jobs

Lat 57-58 N

Sunday Sept 11

Long 174-14 W

Came with calm and light air from the N W
Ship steering S E by S at 7 p.m. Got a breeze from the
S ship heading S E by S with little rain latter
part fine clear weather

Lat 56-33 N

Long 173-36 W

Monday Sept 12

Came with a light breeze from the N W Ship
steering S E by S to S. Latter part wind from the W
with equally weather watch employed in Serapen bone

Lat 54-19 N

It was the poorest set of officers that I ever
saw. So look out the next

Commenced
Steering
with
port
passage
Scraped

Commenced with a calm and light air from the
Ship steering S.E. at 2 p.m. Got Done Scraped
and mended the Sticksails and now run
about at 2 p.m. Got a breeze from the N.E. that
in the night S.W. & the port. The ship
and hauled the S.E. in forward - up the mainmast
at 11 p.m. took in the mainmast and hauled the
fore topsail.

Thursday Sept 15

Commenced with a Gale from the N.E. Ship steering
S.E. at 2 p.m. closed reef the fore mainmast
topsail and turn over the Sticksails
and took in the fore topsail and fore
the Gale lasted 22 hours and hauled to the west
the port made all sail showed away the fore
Staysail and Got out Coal. Long 16 46
Lat 47 19

Friday Sept 16

Commenced with a Strong breeze from the W. the
S.E. by S. with all sail set. Hauled the fore
topsail in and mended it. Got out at 4 p.m.
got out topsail and hauled the mainmast
haul to the S.E. ship heading S.S.W. not on
the cable reef the topsail the Captain
on the fore hole all No. 1. E. & S. for
one thing Got on masts and other stuff
Long 16 13

of boards
 by 1866
 the will also be
 44-44 in
 14-24 in

Sunday

Beginning with a S. E. wind the ship
 at 10 a.m. S. E. by E. all sail S. E. to catch
 the wind on board at 2.5 p.m. bent the
 middle sail windward to the E ship heading S. E.
 latter part took in the light sails and Dribble reef the
 fore topsail. Lat 43-11
 Long 164-09

Monday Sept 19

Commence with a strong breeze from the E ship heading
 S. E. at 1.30 p.m. Dribble reef the main topsail at 8 p.m.
 took in the light and main sail. Latter part wind from
 the S. E. set the light and courses ship steering E by S
 Dribble reefed in getting out water and mending
 the fore topsail in a rain storm

Tuesday Sept 20

Commence with a strong breeze from the S. E. ship steering
 S. E. at 1.30 p.m. Dribble reef the main topsail with
 Dribble reefed in rather but the same kind of rain

Wednesday Sept 21

Commence with a strong breeze from the S. ship steering
 S. E. at 1.30 p.m. Dribble reef the main topsail with
 Dribble reefed in all sail wind from the S. E. ship heading
 S. E. latter part took out water and Bread fine clear
 weather. Lat 42-12 in
 Long 157-22 W

Thursday Sept 22

Comms with light breeze from the S. Ship heading E
with all sail set watch employed in one side latter part
Comms to Small Ship Small breeze from the S. Ship heading E
to the S. Ship heading E

Friday Sept 23

Comms with a light breeze from the S. Ship heading
S E at half past five p.m. took off
Latter part wind haul to the W. Ship
watch employed in Broken Bone Spine

Lat. 31 = 33 N
Long 155 = 26 W

Saturday Sept 24

Comms with a light breeze from the S. Ship
Staring S E At 4 p.m. untied the Mainsail and
Mainsail all sail in boat old ones in latter part
watch employed in mending sail winds haul down to
Boat set out sail

Sunday Sept 25

Comms with a light breeze from the S. Ship heading
S E at 2 p.m. Disaway calm watch employed in mending
sail Middle part set a breeze from the S. Ship
Hous back heading E S E and to S W latter part

Lat 32 = 33 N
Long 155 = 26 W

Monday Sept 26

Comms with a light breeze from the S. Ship heading
Latter part sent the Mainsail down to repair at 10 p.m.
to split the rib from head to the foot and sent it
in set out meat

Lat 32 = 37 N
Long 153 = 53

Winnipeg with a light breeze from the S W
with sailing S. & P. wind. Afternoon fine weather
at 10 AM the boat out and at 4 PM the
the 1st latter part wind S. & the 4th ship
at 10 AM wind S. & the 4th ship
Long 152-30

Winnipeg with a light breeze from the S W
with sailing S. & P. wind. Afternoon fine weather
at 10 AM the boat out and at 4 PM the
the 1st latter part wind S. & the 4th ship
at 10 AM wind S. & the 4th ship
Long 152-30

Winnipeg with a light breeze from the S W
with sailing S. & P. wind. Afternoon fine weather
at 10 AM the boat out and at 4 PM the
the 1st latter part wind S. & the 4th ship
at 10 AM wind S. & the 4th ship
Long 152-30

Winnipeg with a light breeze from the S W
with sailing S. & P. wind. Afternoon fine weather
at 10 AM the boat out and at 4 PM the
the 1st latter part wind S. & the 4th ship
at 10 AM wind S. & the 4th ship
Long 152-30

Winnipeg with a light breeze from the S W
with sailing S. & P. wind. Afternoon fine weather
at 10 AM the boat out and at 4 PM the
the 1st latter part wind S. & the 4th ship
at 10 AM wind S. & the 4th ship
Long 152-30

Winnipeg with a light breeze from the S W
with sailing S. & P. wind. Afternoon fine weather
at 10 AM the boat out and at 4 PM the
the 1st latter part wind S. & the 4th ship
at 10 AM wind S. & the 4th ship
Long 152-30

loading down the ship
but the other [unclear]
[unclear]

Thursday

Came with a strong breeze from the N.W.
and W.S.W. watch in place in morning sail
sent the Gaff to sail at a later part wind the same
sent in the flying [unclear] Got out [unclear]

Lat 30° 00' N
Long 100° 00' W

Friday Oct 5th

Came with a light breeze from the N.W. ship
heading S.E. & watch in place in morning sail
at wind sent to the S.W. ship heading S.E. & got out
some [unclear] [unclear]

Saturday Oct 6th

Came with a light breeze from the N.W. ship
heading S.E. & watch in place in morning sail
at the same wind sent to the N.W. ship heading
S.W.

Lat 30° 00' N
Long 100° 00' W

Sunday Oct 7th

Came with a light breeze from the N.W. ship
heading S.E. & watch in place in morning sail
the ship later part wind sent to the N.W. ship
heading S.E.

Lat 30° 00' N
Long 100° 00' W

Thursday
Lat 24-50
Long 151-21

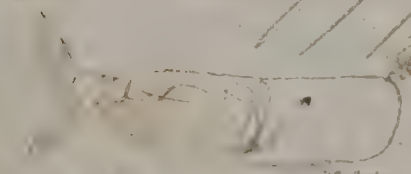
... from the S.W. Ship heading
... in various jobs latter part of
... ship heading S.E.

Lat 24-44
Long 151-19

Monday Oct 10

... from the S. Ship heading E
... at 4 p.m. took on
... at 5 p.m. had one of the men to take
... part of the
... of it
... cut it
... from the S.E. Ship heading S.W.
... half pipe of water

Lat 24-28
Long 152-00



Tuesday Oct 11

... with light air and baffling breeze
... a bundling bone at 3 p.m.
... School of Sperm Whales and
... the Starboard and waist boat struck an
... whale along side at 8 and 10 o'clock
... cutting at half past 11
... cutting

Lat 24-00

Wednesday Oct 12

Long 152-15

... with a calm hand. Breeze clearing away
... started the work at 7 p.m.
... from the S.E. Ship heading S.W.
... latter part the same still a bailing

Lat 22-00
Long 152-00

arrived at 10:00 AM on
Thursday Oct 13
at 10:00 AM the ship was
at the wharf at 10:00 AM
at the wharf at 10:00 AM

Monday Oct 14

at 10:00 AM the ship was
at the wharf at 10:00 AM
at the wharf at 10:00 AM
at the wharf at 10:00 AM

Tuesday Oct 15

at 10:00 AM the ship was
at the wharf at 10:00 AM
at the wharf at 10:00 AM
at the wharf at 10:00 AM

Wednesday Oct 16

at 10:00 AM the ship was
at the wharf at 10:00 AM
at the wharf at 10:00 AM
at the wharf at 10:00 AM

Thursday Oct 17

at 10:00 AM the ship was
at the wharf at 10:00 AM
at the wharf at 10:00 AM
at the wharf at 10:00 AM

and some from the anchorage in the harbor 1869

Wednesday Oct 20

Remains with light baffling winds still painting and

in the harbor the ship

and some from the anchorage in the harbor 1869

Thursday Oct 21

Remains with light baffling winds still painting and

in the harbor the ship

Friday Oct 21

Remains with light baffling winds still painting and
in the harbor the ship

Saturday Oct 22

Remains with light baffling winds 3 ships came in

Sunday Oct 23

Remains with light baffling winds. Landid 2 Barrells of sperm oil.
The ship came in to the harbor and landed
of water. Total weight 127 pounds also 25 lbs and
muchal handcha boatster not on board

Monday Oct 24

Remains with light baffling winds. The crew on the ship
muchal handcha boatster not on board

Tuesday Oct 25

Remains with light baffling winds. The crew on the ship
muchal handcha boatster not on board

Wednesday Oct 26

Remains with light baffling winds. The crew on the ship
muchal handcha boatster not on board

Thursday Oct 27

Remains with light baffling winds. The crew on the ship
muchal handcha boatster not on board

the ... of the ...

Saturday

The ... and ...
... from the ...
... from the ...

Sunday

... of the ...
... of the ...

Monday

... in ...
... in ...

Tuesday

... in ...
... in ...
... into ...

Wednesday

... after ...
... in ...
... to ...

Thursday

... for ...

of this day a rainy & tedious day
one of the fresh water took the electric
ride & filled 5 casks At Noon I did
in the morning with the sailing ship
at 4th in the office of Capt Lamerlane
at the point. The boat went off & I
employed Mike the boatster absent without leave

Sunday Nov 6th

The other part of the crew went on shore
attended church washed off & set the collar
Mike the boatster absent without leave

Monday Nov 7th

Capt Lamerlane at anchor in the port of
Honolulu. I did in P. Wheeler commenced the
first meet, set up the Bobbing took 2 cups
of water & one of water & took some in the
boat. Took on board a top sail yard
James A. Clarke shipped this day as second
of board. Since Nov 2nd
Mike the boatster absent without leave

Tuesday Nov 8th

This day we are seriously employed getting off
the boat & got off one soft water and one
hard of board & stored it between decks
and in the slide & filled 5 casks
Mike the boatster absent without leave

Saturday Nov 10th
This day at 10 o'clock we sailed for
3 carts full of goods and 100 lbs of
turned in the morning at 10 o'clock
Mike the boat steerman absent without
leave

Sunday Nov 11th
Got off 4 cords wood & some carts and
shaking coals & returning wood in the
in the latter part of the day got off the
of the wood &c Mike Boat steerman absent without
leave

Monday Nov 12th
Working on the head rig & getting off ships
stores &c got his discharge & took
his things on shore

Tuesday Nov 13th
Working on the head rig & getting off ships
stores &c got his discharge & took
his things on shore

Wednesday Nov 14th
Some squally wind & blowing some rain. One
half of the ships crew on shore & Mike
without leave one man shot chest on shore

Thursday Nov 15th
Fine weather hoisted the sails to dry & set up the
fore & main & fore topmast stays & back stays. Got the
Mike Boat steerman got his discharge

Friday Nov 16th
Fine weather set up gill guys, got of some Pumpkins
Potatoes & sent to take back on board & Mr. Murrison
sent to the ship

Saturday, Feb 19th

Co. 1st Regt. 5th

Chow 154

1898

Aug 21st 188

1864

Friday July 23rd

Left at 10 AM
Sailed at 11 AM
Arrived at 1 PM

Left at 2 PM
Arrived at 4 PM

July 26th
Left at 10 AM

Left at 11 AM
Arrived at 1 PM
Left at 2 PM
Arrived at 4 PM

Left at 10 AM
Arrived at 1 PM
Left at 2 PM
Arrived at 4 PM

July 27th

Left at 10 AM
Arrived at 1 PM
Left at 2 PM
Arrived at 4 PM

Left at 10 AM
Arrived at 1 PM
Left at 2 PM
Arrived at 4 PM

July 28th

Left at 10 AM
Arrived at 1 PM
Left at 2 PM
Arrived at 4 PM

Left at 10 AM
Arrived at 1 PM
Left at 2 PM
Arrived at 4 PM

From services with the people...
 Dredge S.W. by S 4 N, ...
 employed Middle ...
 from NW to S ...

Lat 46 43' 30" S
 Long 156 15'

Thursday

From dredge from the North ...
 various employed, Saw pretty small ...
 S.W. by S ...
 all ... out ...

Lat 46 40'
 Long 156 05'

Friday ...
 ...
 ...
 ...

Lat 46 34'
 Long 156 32'

Saturday

From dredge ...
 ...
 ...
 ...

Lat 46 15' S
 Long 156 15'

1274

August 11/44

Monday December 5th

... continued Course ESE At 4.
... 5 ... I saw a sea
... Middle & Latta
... some rain Crew ...
... Set Studding Sails
Latt 1534

Long 155-04

Tuesday December 6th

... light breeze from the Northward
... with all sail set. Mid & Latta
... wind very North ...
Latt By account 1535

Long 155-56

Wednesday December 7th

... light breeze & rain squalls
... course N. Crew ...
... Mid and Latta ...
... variable Course NNE

Latt Obs 16° 16' South

Long Obs 157° 20' West

Thursday December 8th

... rain squalls from the ...
... at 6 P.M. took in Studding Sails
... took in all ...
... main topsail & fore top ...
... more moderate Course NNE
Latt 18° 18' N Long 157° 02'

Commences with light breeze from the South
East Ship heading S by E at South by East
Main Rigon, Middle and foremast
Ports Winds were light and calm
Same Crew as on 17th employed
Lat 61° 23' N
Long 155° 35' W

Sunday December 18.
Commences with light breeze from the South
East Ship heading S by E at South by East
Fore topsail, Saw Porpoises, at South by East
Middle and foremast light breeze from the
Ship heading from S by E to S
Lat 61° 24' N
Long 155° 35' W

Monday Decem 19.
Commences with light breeze from the South
East Ship heading to the South East
Saw 11 from the South. Though light
same foremast - calm set up
Main Rigon picked over potatoes
Lat 61° 24' N
Long 155° 35' W

61364 South-
Ch 15528

Wednesday December 21st
... from S & E ...
... rattling down
... Middle ...
... from E & S ...

Left 21-14
Long 15432

Thursday December 22nd
... from E & S ...
... employed with ships duty
... breezes Course the ...

Left 063053
Long 15451

Friday Dec^r 23rd
... from E & S ...
... breaking out ...
... Main ...
... water ...

Left ...
Long ...

Dec 11
4x8
light
Saw game

4 Nov
Com
Plasent weather
Fitted a new
part Cabin

16/12

Monday (December 24)

Most part light
Calm ship heading
compass. Some
Albatross Middle
breezes from the N.E. ship heading
crew employed repairing
topseil

16/12
16/12

Tuesday Dec 27th

Light breeze from the
large shell coming from the
crew employed repairing
latter part wind North
Rain, rose New fore sheet
spence hang's

16/12
16/12

06340²46
(06340²46)

1. 450 2. 1000
 3. 1200 4. 1500

4 miles (100 rods)
 from the bottom of the ship's hawse
 and down the fore topgallant. Soil
 was up in its place, made some
 hole in the dirt, by the top of the
 soil in the hole.

Sept 44-05-2
Long 158 19 11

20/10/25 42/13/31

... reading ...
... with ...
...
...

Sunday January 6
... and thick weather ...
... the fore hole ...
... 4.30 ...
... clouded ...
... upper ...
... the ...
... down ...
...
...

Saturday Jan 7th
...
...
...
...
...
...
...

at a cask of ...
Haw ...

187

...
I saw 2 Right - Whales to the
through the afternoon working ...
at 4 got to windward ...
... 3 Boats West ...
Cut line at dark ...
Took in Steel Boat ...
Stub Cranes ...
Fore topsail ...
at day light commenced ...
... Bone & strong ...
...
Left 48
157

Tuesday Jan 12
Strong gale ...
... Bone & repairing ...
... still blowing strong ...
... Bone ...
... ship several times through ...
... 48 ...
... 157 03

Sept 44-24. 18.
 Long 156-45. 20.

Sp'ing January 15th

Sept 14804
Sept 15620

September 14th 1774

...ale from NW wore ship to the S &
 ... Sail, repairing a broken line
 ... after through the light ...
 ... from NW course ...

canon ...

Single reef
after shore
middle and
the same way

...

Monday January 17

Strong gale from S.W. and S. in
course E & with topmast sails
set in gills 4th set main sail
Night & latter part more
thick & foggy. Winds
set main Royal, top
standard Boat & put
about down the
& fulls. No observation

Tuesday Jan 18th

Strong breezes from the seaward
thick weather course & put
sails that will draw good
employed about ship. Mail
about the same. Caught 2 Herring
making a new Main Royal

...

Wednesday Jan 19th

Strong westerly breeze & thick weather
put, making a new Main
latter part moderate breeze from
the ... Caught 2 Herring
in the ... & ...
Mail
4956
105-05

[Faint, mostly illegible handwriting at the top of the page]

[Faint heading, possibly "Monday"]

Strong breeze from the N. all day
 Pleasant weather some sea sickness
 Chulines, Caught some species, &c.
 At 8 o'clock a boat to the
 at 3 Night in succession about
 horizon moderate through the
 Calm

[Faint heading, possibly "Tuesday"]

Commenced with very light breeze
 S. P. M. moderate breeze from the
 at 8 o'clock strong breeze from
 end of the light sail P. M.
 Terrible Rainy Light 41°
 Day 41°

[Faint heading, possibly "Wednesday Jan 26th"]

Commenced with thick fog & Calm
 a strong breeze from the NNE and
 at 12 o'clock the light sail put on
 fore top sail, put the Boats on the
 course at 1 o'clock, latter part more smoke
 some sail course at 4 o'clock got on

Light 47° 50'
 at 12° 50'

147° 52' South
110° 39' West

Saturday Jan 28th

Very much improved fine weather
employed repairing main
topmast & setting sails. All the
the same courses and winds
and repairing main topmast
making Boats grips

Lat 47-50

Long 107-25

Sunday January 29th

Very much improved fine weather
employed repairing main
topmast & setting sails. All the
the same courses and winds
and repairing main topmast
making Boats grips

No Observation

By account 47-30 18. 102-30 18

Sunday January 30th

Very much improved fine weather
employed repairing main
topmast & setting sails. All the
the same courses and winds
and repairing main topmast
making Boats grips

Lat by account 47-40

Long 107-34

47° 18' Nov 15
 55 34 50

No observation

Lat. $46^{\circ} 20'$ South
Long. $99^{\circ} 20'$ West

from east with strong breeze from
 ship passing by the island to
 the other side of the bay & across
 the lake. Thought never light before
 the day. Fine top with light breeze
 at 12:00 the same with rain
 at the east at 1:00 windily clear
 for the 15:00 the breeze fair
 and light breeze & Royal Charge

Lat 63 14 55 North
Long 22 27 West

Bent - a the last one 2 1/2 ft. from
the mast. Short - main topmast
8. Leave at 2 1/2 ft. from mast

Wednesday 4th March
Commenced with fresh breeze
North steering to N. by E.
Windy at dark took on
fog & weather & crept
down & oilcd them S. by E. of
W. for hours, then took
N. by E. wind at N. at 10
changed to the N. by E. trade
steered N. by E. for some
No observation

Pursuing the 9th
 from men at light - and
 the 18th Steering from the
 at standing sails at dark
 some of the light sails course
 at daylight hauled up
 at 9 AM. Last part of
 the sail, to the East at 12. The
 at 24 along the land

Left Dec - 1946
Long time gone

at anchor in the harbor
of the island of St. John
the weather was very
pleasant & the wind
light & variable
the water was very
calm & the sky was
clear & blue
the land was very
green & the mountains
were very high & steep
the people were very
friendly & the food was
very good
the weather was very
pleasant & the wind
light & variable
the water was very
calm & the sky was
clear & blue
the land was very
green & the mountains
were very high & steep
the people were very
friendly & the food was
very good

weather. this day I took on board
of wood in the afternoon some
of the water. One of the men that was with me
water run away with some of the wood
belonging to the harbor island.

Tuesday February 14th
Fine weather. All hands variously employed
storing wood, water, & potatoes. took off the potatoes
- got off the water light on the shore boat.

Wednesday February 15th
Pleasant breeze & fine weather. all hands employed
with ships duty getting off the water & attending to
between decks. At 4 P.M. one of the shore
boats in to one of the shore boats that was on
duty which all was busy and left the ship
did not return at night. Supper was served
away. Fire time was blowing a strong breeze.

Thursday February 16th
thick weather & some rain. Painted
the three harbor boats on each side of
the boat from shore & went back with the
captain & boat crew finished the boats &
at the hole washed off decks &c

5

12

Friday Feb 25th
Latter part of the night very much
breeze from the south with light
breeze from the north. Crew variously employed
with the ship. Latter part wind & weather
much the same. Ship heading S W by W
Lat 44 50 N
Long 80 51 W

Saturday Feb 26th

Proceeds with moderate breeze
from the south. Ship heading S W by W
at 10 AM & ahead ship. Ship being a
little to the north through the night light
breeze from the south. Latter part moderate
breeze from S W ship heading South East
Clear out the Seattle Port &c
Lat 45 16 N
Long 80 55 W

Sunday Feb 26th

Proceeds with breezes from S W ship heading
S W by W all sail set. Breeze set fresh
water. Wind & latter part wind S W with
thick weather
Lat 46 40 N
Long 80 51 W

Monday Feb 27th

Proceeds with strong breezes from
the south. Course S by W at dark took
up anchor & made all snug for the night
at 10 PM. Middle Port. The same. At
10 PM clear & more moderate with the
wind S W

Lat 49 40 N
Long 81 32 W

On Monday the 14th of March 1865
 we sailed from the harbor of
 St. John's Nfld. at 10 AM
 with a fair breeze from the N.W.
 & a fine sea. The ship was
 under full sail & made good
 progress. At 4 PM we
 altered our course to N.E. & sail
 out to sea.

(Wednesday March 15th 1865)

Commenced with strong breeze
 N.W. & rain. Weathered well
 steering 15° N by E & 3 P.M. took in
 the sails & put the boats on
 the deck took in the main royal
 & running shortened sail at night
 & made it at daylight

Lat 54 1/2 N
 Long 51 1/2 W

Thursday March 16th

Commenced with strong breeze
 the N.W. Course 15° E by E, at 10 AM
 winds changed suddenly to the N.E.
 & blew a moderate gale. Put the
 ship under double reef. At 1 PM
 sail & reefed main sail at 2 PM
 more moderate breeze from N.E.
 Put the port & reefed main sail at 4 PM
 & took in all hands to reef
 sail blowing hard from the N.E.
 the moon quite obscured by
 the light sails

Lat 55 1/2 N
 Long 48 1/2 W

... 4. 11. 1860
... a large Spar
... had up the
... for the wheel
... at 7 P.M.
... overboard & S.E. made sail
Wind & weather, Partly moderate breezes &
... consequently Lat 56° 33' South
Long 75° 21' West

Wednesday March 14th

... moderate breeze from
... course about North East
At 3 P.M. took a shift round to the
... and at 6 had a heavy shower
... Put the ship under
... main topsail & fore topmast
... side, Wet hole during the afternoon
... the hold the Principal Ship
... fore topsail - Breeze at 8 P.M.
... 18/18 Plenty Wind & Snow
... Night & Latter part a
... & storm winds changed from
... to S.W. Rough Sea & Bad time with the
... Unshipped Bow Bows Cranes 4 times
... Put a Spar under the Boat
... stay sail, Lat 57° 18' South
Long 74° 09' West

Bark, American, arrived here 11/15/63
 Monday March 6th
 The day was very foggy & the wind
 of S.W. & N.E. from the North. The
 But quite moderate in the evening. The
 ship heading to the S.W. & the
 three very large icebergs were
 the vessel was aged to be from 2 to 3 miles
 long & 200 feet above water. The ice was
 moderate but the top of the ice was at
 least took in the light sails & clouds
 were 1/2 mile & at large were 1/2 mile
 the night on account of the ice. The
 light source on other very high in the
 sky to the N.W. In the forenoon
 S.W. 21 15 South
 Long 71 18 West

Tuesday March 7th
 First part calm & light rain
 breeze from S.W. & N.E. & the
 clouds & light part. Wind
 from S.W. & N.E. to the N.W.
 Working our ship to the Eastward. The
 had some snow. In P.
 S.W. 37 25
 Long 71 18

Tuesday March 7th
 First breeze from N.E. & ship
 to N.E. & 4 P.M. to the N.E.
 At 7 taken to N.E. & S.W. & N.E.
 Westward. moderate breeze through
 the night. By latter part, from
 standing part of the time on one tack
 & part on the other at 5 P.M. but then
 to the S.W. & N.E. wind was to the N.
 S.W. & large icebergs to the N.W.
 S.W. 57 15 South
 Long 71 18 West

Wind S. Light - clouds variable & light
at day light - clear.
Temp. at 45° - 52° N. Sea
55° - 15° W. Sea

Wednesday - Nov 15th

The breeze from the Southwest
 about 10 knots with all sail set
 the 1st & 2nd Part
 of the 1st Part from South
 the 2nd Part from South
 the 3rd Part from South
 the 4th Part from South
 the 5th Part from South
 the 6th Part from South
 the 7th Part from South
 the 8th Part from South
 the 9th Part from South
 the 10th Part from South
 the 11th Part from South
 the 12th Part from South
 the 13th Part from South
 the 14th Part from South
 the 15th Part from South
 the 16th Part from South
 the 17th Part from South
 the 18th Part from South
 the 19th Part from South
 the 20th Part from South
 the 21st Part from South
 the 22nd Part from South
 the 23rd Part from South
 the 24th Part from South
 the 25th Part from South
 the 26th Part from South
 the 27th Part from South
 the 28th Part from South
 the 29th Part from South
 the 30th Part from South
 the 31st Part from South
 the 32nd Part from South
 the 33rd Part from South
 the 34th Part from South
 the 35th Part from South
 the 36th Part from South
 the 37th Part from South
 the 38th Part from South
 the 39th Part from South
 the 40th Part from South
 the 41st Part from South
 the 42nd Part from South
 the 43rd Part from South
 the 44th Part from South
 the 45th Part from South
 the 46th Part from South
 the 47th Part from South
 the 48th Part from South
 the 49th Part from South
 the 50th Part from South
 the 51st Part from South
 the 52nd Part from South
 the 53rd Part from South
 the 54th Part from South
 the 55th Part from South
 the 56th Part from South
 the 57th Part from South
 the 58th Part from South
 the 59th Part from South
 the 60th Part from South
 the 61st Part from South
 the 62nd Part from South
 the 63rd Part from South
 the 64th Part from South
 the 65th Part from South
 the 66th Part from South
 the 67th Part from South
 the 68th Part from South
 the 69th Part from South
 the 70th Part from South
 the 71st Part from South
 the 72nd Part from South
 the 73rd Part from South
 the 74th Part from South
 the 75th Part from South
 the 76th Part from South
 the 77th Part from South
 the 78th Part from South
 the 79th Part from South
 the 80th Part from South
 the 81st Part from South
 the 82nd Part from South
 the 83rd Part from South
 the 84th Part from South
 the 85th Part from South
 the 86th Part from South
 the 87th Part from South
 the 88th Part from South
 the 89th Part from South
 the 90th Part from South
 the 91st Part from South
 the 92nd Part from South
 the 93rd Part from South
 the 94th Part from South
 the 95th Part from South
 the 96th Part from South
 the 97th Part from South
 the 98th Part from South
 the 99th Part from South
 the 100th Part from South

Thursday Apr 16th

Woodcock breeds from Mastie creek, County
 of Donegal. N. E. of N. Red soil out, but not
 much employed. Letter post - winds
 out - pleasant - pleasant. Course N. E.
 Length 43° 5' 0" South
 Length 57° 0' 0" West

Friday May 17th

Made the bridge from the NW corner
 of the compound, all sail set, fine wind
 in old Main-Sail, saw many
 birds. Port of light wind hauled to
 starboard & at noon it was
 ship heading NW by N. with
 track about Lat 42-14 N. and
 Long 49-39 W.

Sunday March 19th
Moderates for our firm the
Ship heading to the East & Co.
Hull & Southampton Windy & cold
Pleasant weather in the
Lett. Co. 415 & 17th
For the 1st of

Monday March 20th
 Commenced with a good breeze
 from the N. E. - but at 10
 A.M. - (brought about for bad weather
 the night - weather Middle and
 Partly Winds & weather about
 Crew variously employed
 Drunken & filling rig

Tuesday March 21st
A strong breeze from N.W. commenced
on the island through the trees
Left the port blind about 11 o'clock
with some rain squalls. Several
trach. dangerously employed. Left at 12

4. 11. 55 55 18
 Long 36 46 W

mean tes with strong breeze from
N chain 18' gulls. large. 18' from
Ship here chine & 6 by it at dock
of the Point & Thetford 18' mile
from N to the 18' W. Either part 18' mile
from 18' mile to 18' mile. 18' mile
from 18' mile to 18' mile. 18' mile

Litt 33 09
Long 125 09

... & variable from
 ... steering at ...
 ... Bone & ...
 ... it to be the
 ... took in the ...
 ... parts ...
 ... unken ...
 ... sails & ...
 ... ones, ...
 ... to the
 ... course ...
 ... Rain

Information

Sunday March 25th
 Commenced with a strong wind
 to the windward
 4 PM set standing sails
 in Main & fore
 Squally breeze
 latter part - more moderate made
 sail : Brig Honolulu about 10 miles
 the S E
 Lat 27° 46'
 Long 153° 14'

Sunday March 26th
 Fresh breeze from the waterward
 at 12 M lost sight of
 4 PM set standing sails
 ship began with ship's duty at 4 PM
 latter part light breeze
 Ship heading N E at noon
 to NW
 Lat 28
 Long 152 42

Monday March 27th
 Commenced with moderate breeze
 at 1 PM making ship's duty
 Wind tacked twice, at Day light
 N E & being through the S E under
 the (bare wind) Breeze on front
 at 12 M took in all sails
 top sail & fore top mast stay
 strong from North
 Lat 29
 Long 151 06

1871

Sept 1891
L. J. 21

Lett 10-6
Lett 51-5.

Letter 12 - 1840

Wednesday April 5th

Large from Coasterware & I went
to see the employees working in
the mill. We saw one sail to the
mill. At daylight we went
to the mill. The sails were
all hands taking rig.

Left 11:55 AM
Long 1034 West

Thursday April 6th

We went about east of the mill in
the morning. With all sail set. With
the wind in the rig. Taking down
the sails to the east. Little part
of the rig. The same as we
saw in the rig. Left 9:15 AM
Long 3000 West

Friday April 7th

We went to a pleasant bay from
the mill. Crew busy fitting
the part. The part is about
the same as the part in the
mill.

Left 7:30 AM
Long 2450 West

Sun. ...

Light ...
Saw several ...

Part Present ...
Saw several ...
Which ...

Sunday April 9th
Pleasant breeze & fine weather ...
With all sail set - Saw several ...
Heading South & 2 heading North ...
We have the pleasure of seeing ...
Our ship layed with the ...
Through the ...
Course N N W saw grampas

Lat 30 41

Monday April 10th
Fresh breeze from Eastward ...
Course N N W saw Grampases Middle & latter
Part equally ...
Black fish going quick to ...
& taking down ...

Tuesday April 11th
Variable breezes and rain ...
N N W all sail out ...
Between ...
Light & latter part ...
Scraping ...

Lat 00 39 & South
Long 33 30 West

Lat 10° 00' North
Long 43° West

Thursday April 13th

Light breezes from NE and cloudy
at 11 AM all sail out
at 1 PM fish & spoils, fish &
at 2 PM light breezes, crew leaving
at 3 PM Ship's Duty

Lat 20° 00' North
Long 45° West

Friday April 14th

Light breezes from NE and cloudy
at 11 AM all sail out
at 1 PM fish & spoils, fish &
at 2 PM light breezes, crew leaving
at 3 PM Ship's Duty

Lat 30° 00' North
Long 37° 02' West

Saturday April 15th

Light breezes from NE and cloudy
at 11 AM all sail out
at 1 PM fish & spoils, fish &
at 2 PM light breezes, crew leaving
at 3 PM Ship's Duty

Lat 5° 12' North
Long 37° 05' West

Bark Tamerlane, built at Atlantic.

Sunday April 16th
Commodore with moderate trade
some rain. Course N by N
first part with a moderate
latter part. The wind
Course N by N

Lat 7° 05' North
Long 40° 53' West

Monday April 17th
Moderate trades and fine weather
Course N by N with all sail set
Latter part employed painting
masts & yards

Lat 9° 04' North
Long 42° 44' West

Tuesday April 18th
fresh trades & fine weather painting
masts & yards. Course N by N with
sail set. Mid & latter part light breeze
Crew employed painting
Lat 10° 55' North
Long 44° 12' West

Wednesday April 19th
Light trades & cloudy weather
N by N with all sail set
employed painting weather
latter part wind & weather
the same crew was employed
Lat 12° 55' North
Long 46° 00' West

1890

7. *Forsteria* *Abies* 97 $\frac{1}{2}$

Whose family & property were then
 in some of the old suits
 of the old suit book &
 a full list of the same being
 made up by a printing charity
 house
 Full 19 25
 Long 5 1/2

Sunday, April 23rd

Ward, ...
...
Strong A. & ...
all ...
Mid & latter part winds more ...
at 8 AM ...
Dull weather & ... at 10 ...
... 2 ...

Tuesday April 25th
light breezes & fine weather. C
N.W. employed. Painting
Mid & latter part - winds ...
the same, Painting Ship in side
saw one sail
Lat 24
Long 41

Wednesday April 26th
light breezes from East - Clear
N.W. Painting Spar ...
Mid & latter part light breezes & ...
Painting looking Spar ... sent up
one ... saw 2 sail
Lat 23
Long 40

Thursday April 27th
Clear more or less light - ...
breezes & fine weather
N.W. & W. Saw one sail
employed ...
latter part Washing Ship out side &
equally weather
Lat 24 30
Long 41

Waccott & Painting

26 34 N
Long 60 27 W

Saturday April 27th

Common with moderate breeze
Ship heading to the
North on Northern tack, at 5 PM
tacked to the Westward whole
At 12 tacked to NE Little part
Winds at NW Painting &c

Lat 27 20 N
Long 60 44 W

Sunday April 28th

Common with light variable
breeze ship heading to the North
Painting & Weather for painting &c
At 12 tacked to NE Little part
Winds at NW Painting &c

Lat 27 35 N
Long 60 47 W

Monday May 1st

Common with moderate breeze
Ship heading to the North & East
At 12 tacked to NE Little part
Winds at NW Set up hand rigging &c

Lat 28 13 N
Long 61 54 W

light breeze from N. by E. & S. by E.
Whip & mid part of main sail out
light breeze from N. by E. & S. by E.
Set Standing Sails, Imph. & S. by E.
Main & m. Sails & S. by E. & S. by E.
Lett 20
Long 64

Wednesday May 3rd
Light breeze from N. by E. & S. by E.
Set all Sails out & saw a
steamer to the westward,
imph. & S. by E. & S. by E.
By Van Hook's. Mid & Lett part of main
from N. by E. to N. by W. Pleasant weather
Lett 20
Long 64

Thursday May 4th
Strong breeze from N. by W. & S. by E.
on S. by E. at 5 P.M. started
the ship, at 8 P.M. hauled to the
N. by W. took in the light sails through
the light - & Lett part - light breeze
& variable heading from N. by E. & S. by E.
Saw one sail got out fresh breeze
Lett 20
Long 64 5/8

Friday May 5th
Winds clear from N. by W. to N. by E.
a calm to a strong breeze from N. by W. to N. by E.
from N. by W. to N. by E. narrowest on the
with strips deck. Set hole & saw a
low gap top sail. Saw one sail
Lett part. Saw the top of the ship
top allant sail. Saw 2 sails
to the south
Lett 20
Long 64 3/4

Atlantic 15
Saturday

At 11 P.M. took
a breeze from NW course
Left the port from bridge
at 12 P.M. Pair. Fell 2 Boats
2 Boats
Lat 32-20 N
Long 47-55 W

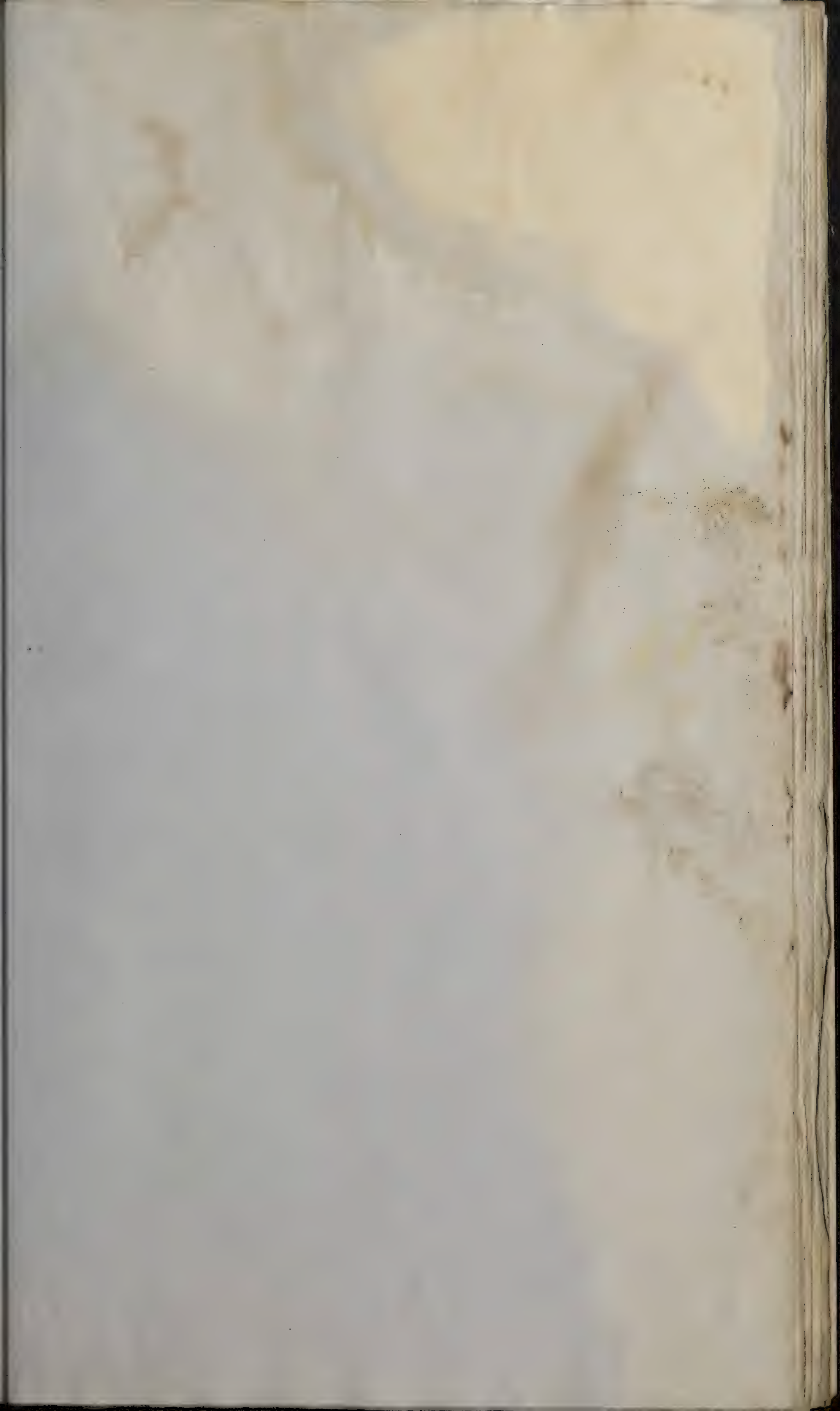
Sunday May 7th
A breeze from SW course
at 4 P.M. sent down
a small boat & washed off
Latter part more moderate hazy
weather at noon light breeze
Lat 35-02 N
Long 70-12 W

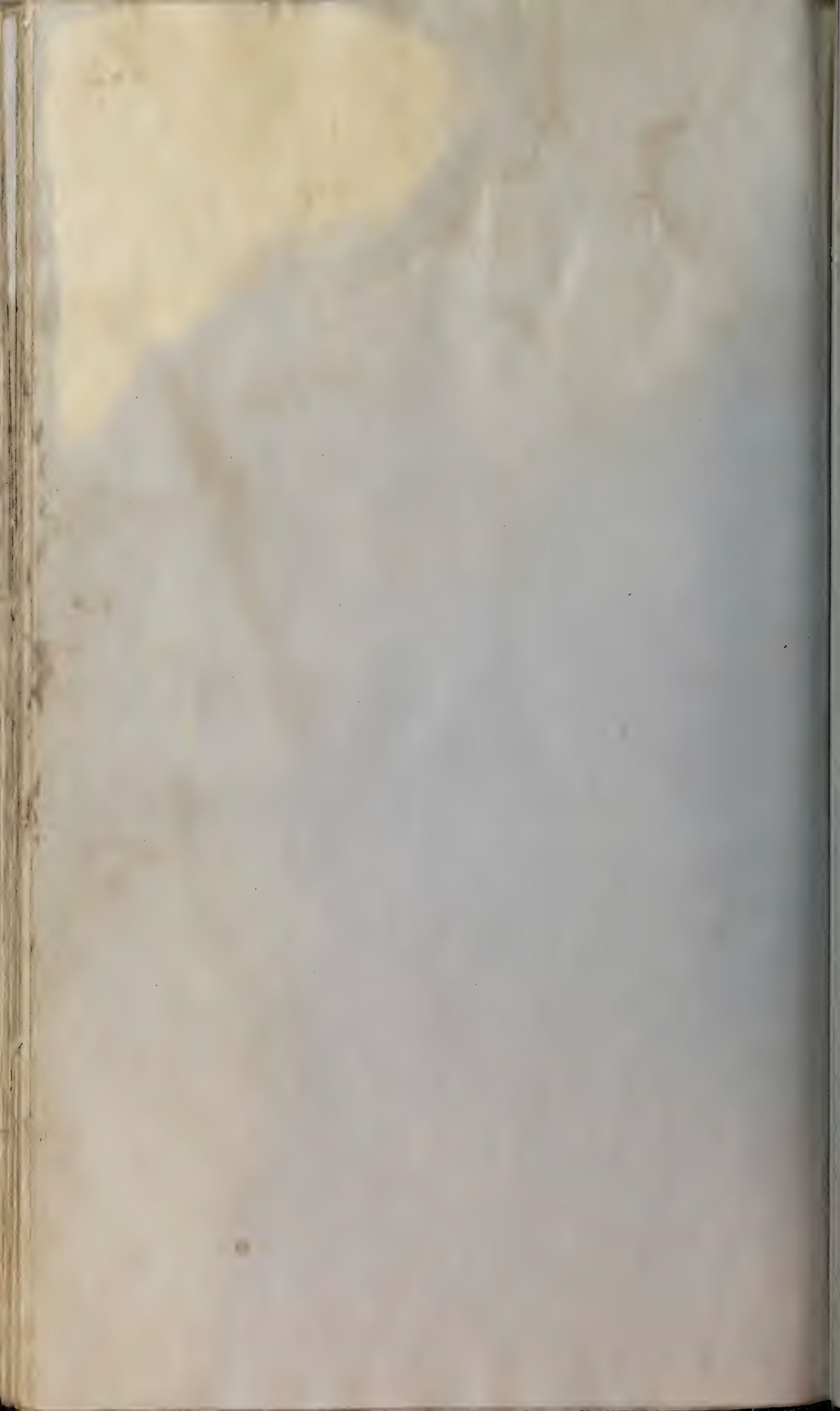
Monday May 8th
Light breeze & calm hazy weather
Considerable large sea running
at 11 P.M. took a breeze from NW
which increased until daylight
at 2 P.M. set Topmast standing sail
Latter part strong breeze from SW course
at 1 P.M. weighed & sailed the masts
Lat 37-21 N
Long 69-55 W

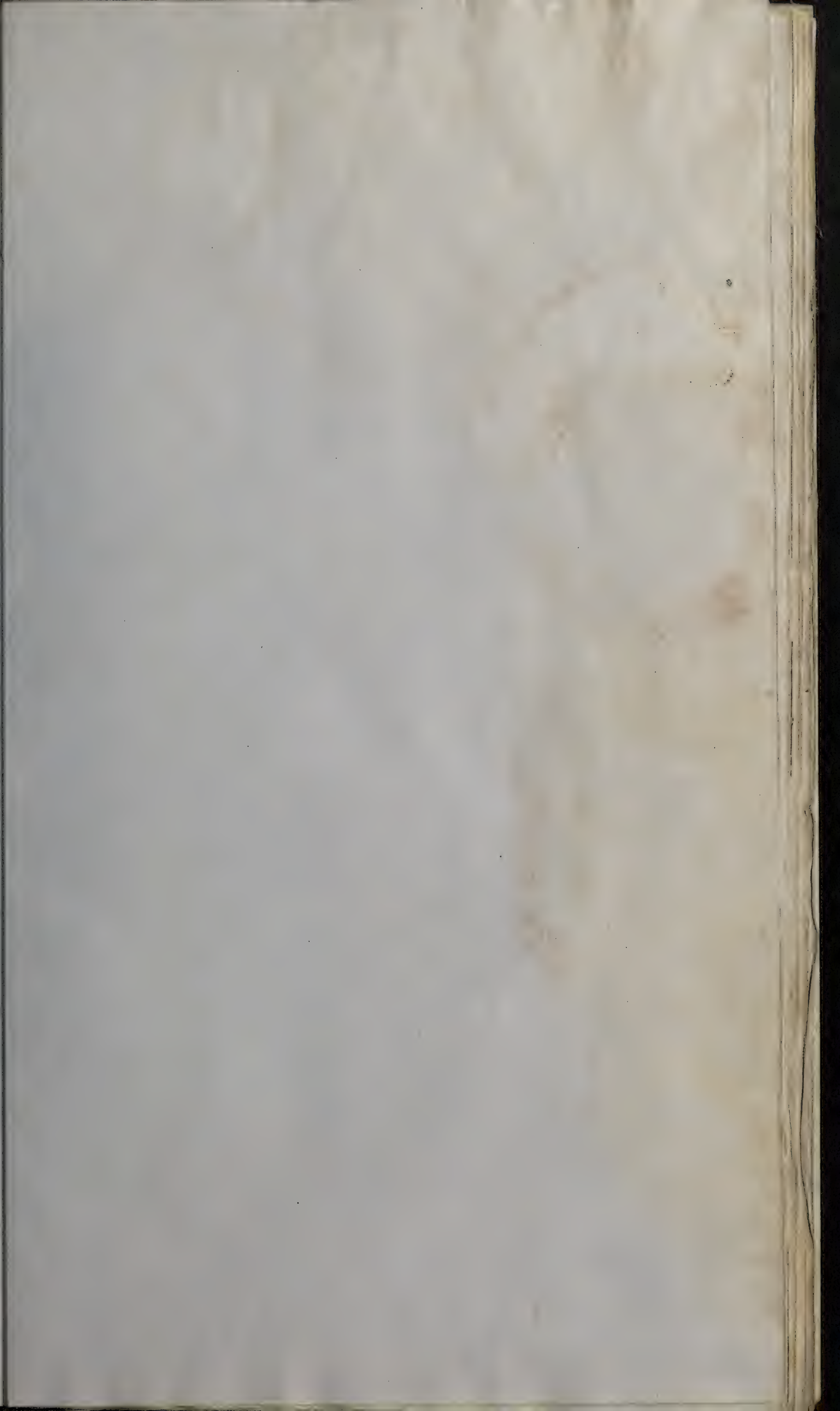
Tuesday May 9th
Strong NW wind & hazy weather course
at 1 P.M. with all sail out I suppose our boat
in the Gulf by appearance of the weather
at 2 P.M. the ship's head lower of sight
bound to New Orleans with a breeze
Latter part calm sent a meansail & tow
down the tryworks Lat 35-57 Long 71-27

Bark. Sailed on early morning
Wednesday May 10th
Commenced with fair weather
thick rainy weather. At 10 AM
the boat of the harbor & carried
stone it let it go a drift in
3 fathoms water. At 1 PM
at 1 PM & 2 PM. At 3 PM
up the harbor & down
the harbor heading E by S at 12 noon
to the NW & made some sail weather
at 2 PM set the fore & main courses
spanker & topmast. Part of the
from 1 PM to 4 PM. Capt. &
went on board. Arrived Monday
for Bristol & 20 from the harbor
with 180000 Malasses & 10000
Lard & 10000
Lard & 10000

Thursday May 11th
Commenced with moderate
from Easter and ship heading E by S
at 5 PM spoke schooner
from Newport Bound to
day with Lumber & South of
land in sight Course E by S
got the schooner & set
down the harbor through the light at day
light run in for Black Point took
Pilot from a fish boat & set
for New Bedford - got the anchor
of the bow strong Windy & Rainy
the schooner took a Pilot from the
boat of the light boat & came to
anchor at noon off Clarke Point
waited the Pilot & set
waiting for a ship keeper to take







| | | Dress | | Blouse | |
|------|----|-------|---|--------|---|
| Apr | 8 | 1 | 1 | 1 | 1 |
| | 10 | 1 | 1 | 1 | 1 |
| May | 22 | 1 | 1 | 1 | 1 |
| | 24 | 1 | 1 | 1 | 1 |
| Jun | 1 | 1 | 1 | 1 | 1 |
| " | 10 | 1 | 1 | 1 | 1 |
| " | 23 | 1 | 1 | 1 | 1 |
| July | 1 | 1 | 1 | 1 | 1 |
| " | 10 | 1 | 1 | 1 | 1 |
| " | 18 | 1 | 1 | 1 | 1 |
| " | 25 | 1 | 1 | 1 | 1 |
| Aug | 5 | 1 | 1 | 1 | 1 |
| " | 12 | 1 | 1 | 1 | 1 |
| " | 24 | 1 | 1 | 1 | 1 |
| Sept | 1 | 1 | 1 | 1 | 1 |

1 Coat 139 " 1 Coat 4 566

1 Coat 134 "

1 Pipe

1 Pipe

1 Coat 4 565

Feb 12 Chest Tea 4 one Hog Butts 2 Boxes coffee
March 15 Two Hogs Butts
April 17th Box coffee April 27 3 3/4 Butts

Guages Of Oil For The Year 1864.

| Worm | L Fish | B Head |
|-------|--------|--------|
| H 153 | 2286 | 166 |
| H 123 | B Head | 107 |
| 154 | 220 | 152 |
| 125 | 261 | 252 |
| 121 | 202 | 303.5 |
| 116 | 202 | 2720 |
| 114 | 202 | 2767 |
| 66 | 316 | 2577 |
| FL53 | 240 | 217 |
| 1023 | 232 | 265 |
| | 170 | 265 |
| 200 | 202 | 223 |
| 218 | 627 | 247 |
| 261 | 160 | 214 |
| 321 | 111 | 233 |
| 326 | 161 | 117 |
| 213 | 111 | 1781 |
| 255 | 155 | 209 |
| 225 | 2976 | 298 |
| 125 | 211 | 240 |
| 167 | 170 | 256 |
| 167 | 174 | 225 |
| 167 | 272 | 233 |
| 2425 | 256 | 267 |
| 205 | 214 | 104 |
| 235 | 268 | 85 |
| 285 | 284 | 85 |
| 270 | 109 | 162 |
| 120 | 161 | 95 |
| 172 | 161 | 156 |
| 152 | 162 | 174 |
| 100 | 20 | 2667 |
| 149 | 837 | 189 |
| 106 | 179 | 215 |
| 118 | 154 | 244 |
| 174 | 117 | 136 |
| 186 | | 793 |

Oil Taken by B.K. Tamerlan. All 1000

Whale

104

100

21

140

142

108

153

211

991

90

174

155

174

573

237

197

265

161

215

154

143

292

233

122

144

116

116

320

334

302

102

200

101

| 1863 | Beef | Pork | Rice | Flour | Molasses |
|--------------------------|-------|------|-----------------|-------------------|-------------------|
| " 17 th | | | | | 1 Cask 106 |
| " 18 th | 1 | 3 | | | |
| " 24 th | | | | 1 Cask 16 Bags | |
| " 27 th | 1 | | | | |
| Dec 2 nd | | | 1 Pipe 358 | | |
| " 3 rd | 1 | | | | |
| " 12 th | 1 | | | | |
| " 23 rd | | 1 | | | 1 Cask 126 |
| Jan 1 st 1864 | | | 1 Pipe 320 | | |
| " 5 th | 1 | 3 | | | |
| " 15 th | 1 | | | | |
| " 27 th | 1 | | | | |
| " 28 th | | | 1 Pipe 358 | 1 Cask 3 1/2 bbls | 1 Cask 3 1/2 bbls |
| Feb 3 rd | 1 | 3 | | | |
| " 12 th | 1 | | | | |
| Mar 1 st | 1 | 3 | 1 Pipe 334 gall | | |
| " 10 th | 1 | 3 | | | |
| " 11 th | | | | | 1 Cask 111 3/4 |
| " 18 th | 1 | | | | |
| " 22 nd | | | | 1 Cask 4 bbls | |
| Apr 5 th | 1 | | | | |
| " 6 th | | | 1 Cask 166. | | |
| " 14 th | 3 1/4 | | | | |
| " 30 th | | 1 | | | |
| May 2 nd | | | 1 Cask 158. | | |
| " 10 th | | 1 | | | 1 Cask 102 |
| " 18 th | | | 1 Cask 157. | | |
| " 27 th | 3 1/2 | 1 | | | |
| " 28 th | | 1 | 1 Cask 156. | | |
| " 30 th | | 1 | 1 Cask 161 | | |
| " 31 st | | 1 | | 1 Cask 3 1/2 | |
| " 10 th | 1 | 1 | 1 Cask 167 | | |
| " 23 rd | 3 1/2 | 1 | | | |
| July 2 nd | | | 1 Cask 174 | | |
| " 6 th | | 1 | | | |
| " 18 th | | 1 | | | |

| 1864. | Beef | Pork | Bacon | Flour | Meats |
|-----------------------|------|------|-----------------|-------------------|------------|
| July 18 th | | | S. Cask 157 | | |
| " 23 rd | | | | 1 Cask 4 1/2 | |
| " 25 th | 1 | 1 | | | |
| Aug 1 st | | | S. Cask 146 | | |
| " 3 rd | 1 | 1 | | | |
| " 12 th | 1 | 1 | S. Cask 138 | | |
| " 15 th | | | | | 1 Cask 119 |
| " 21 st | 1 | 1 | | | |
| " 23 rd | | | S. Cask 173 | | |
| " 29 th | 1 | 1 | | | |
| Sept 6 th | 1 | 1 | S. Cask 159 | | |
| " 7 th | | | S. Cask 159 | | |
| " 16 th | 1 | 1 | | | |
| " 26 th | 1 | 1 | | | |
| " 27 th | | | | | 1 Cask 132 |
| " 3 rd | | | | 1 Cask 4 1/2 | |
| " 4 th | 1 | 1 | S. Cask 161 | | |
| " 15 th | 1 | 1 | | | |
| " 17 th | 1 | 1 | | | |
| " 20 th | | | | 1 Cask No 7, 4 60 | |
| " 26 th | 1 | 1 | | | |
| " 4 th | 1 | 1 | W. C. 2 1/2 1/2 | | |
| " 14 th | 1 | 1 | | | |
| " 17 th | 1 | 1 | W. C. 1 3/4 | | |
| " 30 th | 1 | 1 | | | |

For 10th/64 one Reg Button } (For 30th/64
 For 23rd " two Reg Buttons } L. Washed (Cask 1/2)

Monday Sept 18 1890. Back of Coal.

| List of Provision | | Used by |
|-------------------|--------|---------|
| Aug 1st to 1st | Aug 22 | Aug 23 |
| 1 | 1 | 1 |
| 2 | 2 | 2 |
| 3 | 3 | 3 |
| 4 | 4 | 4 |
| 5 | 5 | 5 |
| 6 | 6 | 6 |
| 7 | 7 | 7 |
| 8 | 8 | 8 |
| 9 | 9 | 9 |
| 10 | 10 | 10 |
| 11 | 11 | 11 |
| 12 | 12 | 12 |
| 13 | 13 | 13 |
| 14 | 14 | 14 |
| 15 | 15 | 15 |
| 16 | 16 | 16 |
| 17 | 17 | 17 |
| 18 | 18 | 18 |
| 19 | 19 | 19 |
| 20 | 20 | 20 |
| 21 | 21 | 21 |
| 22 | 22 | 22 |
| 23 | 23 | 23 |
| 24 | 24 | 24 |
| 25 | 25 | 25 |
| 26 | 26 | 26 |
| 27 | 27 | 27 |
| 28 | 28 | 28 |
| 29 | 29 | 29 |
| 30 | 30 | 30 |
| 31 | 31 | 31 |
| 32 | 32 | 32 |
| 33 | 33 | 33 |
| 34 | 34 | 34 |
| 35 | 35 | 35 |
| 36 | 36 | 36 |
| 37 | 37 | 37 |
| 38 | 38 | 38 |
| 39 | 39 | 39 |
| 40 | 40 | 40 |
| 41 | 41 | 41 |
| 42 | 42 | 42 |
| 43 | 43 | 43 |
| 44 | 44 | 44 |
| 45 | 45 | 45 |
| 46 | 46 | 46 |
| 47 | 47 | 47 |
| 48 | 48 | 48 |
| 49 | 49 | 49 |
| 50 | 50 | 50 |
| 51 | 51 | 51 |
| 52 | 52 | 52 |
| 53 | 53 | 53 |
| 54 | 54 | 54 |
| 55 | 55 | 55 |
| 56 | 56 | 56 |
| 57 | 57 | 57 |
| 58 | 58 | 58 |
| 59 | 59 | 59 |
| 60 | 60 | 60 |
| 61 | 61 | 61 |
| 62 | 62 | 62 |
| 63 | 63 | 63 |
| 64 | 64 | 64 |
| 65 | 65 | 65 |
| 66 | 66 | 66 |
| 67 | 67 | 67 |
| 68 | 68 | 68 |
| 69 | 69 | 69 |
| 70 | 70 | 70 |
| 71 | 71 | 71 |
| 72 | 72 | 72 |
| 73 | 73 | 73 |
| 74 | 74 | 74 |
| 75 | 75 | 75 |
| 76 | 76 | 76 |
| 77 | 77 | 77 |
| 78 | 78 | 78 |
| 79 | 79 | 79 |
| 80 | 80 | 80 |
| 81 | 81 | 81 |
| 82 | 82 | 82 |
| 83 | 83 | 83 |
| 84 | 84 | 84 |
| 85 | 85 | 85 |
| 86 | 86 | 86 |
| 87 | 87 | 87 |
| 88 | 88 | 88 |
| 89 | 89 | 89 |
| 90 | 90 | 90 |
| 91 | 91 | 91 |
| 92 | 92 | 92 |
| 93 | 93 | 93 |
| 94 | 94 | 94 |
| 95 | 95 | 95 |
| 96 | 96 | 96 |
| 97 | 97 | 97 |
| 98 | 98 | 98 |
| 99 | 99 | 99 |
| 100 | 100 | 100 |

Malassess

Sugar

Sinagar

Aug 20 61. 1 Blk
 Sept 3 21 - Curr 56 lbs
 Nov 7 - 100 do 13 - 135 lbs
 Dec 10 - 80 - 1 1/2 blks
 Feb 28 - 105 - gal
 June 13 - 115 - 8
 Sept 5 - 100 - gal

by 20 lbs

Tea

Aug 20 62
 Oct 21 63 - 20 -

15-6 lbs - 1
 Nov 20 60 lbs
 Feb 28 1 Box 60 lbs
 June 9 - 1 Box 40
 Aug 18 - 7
 Sept 6 1 Box 60 lbs

Mescal

Dec 22 - opened the 2nd blks

Beans

Peas

Aug 20 62. 1 1/2 Bush
 Sept 3 - 1 1/2 Bush
 Feb 3. 75 lbs
 June 3 75 - lbs
 Sept 6 75 lbs

Feb 3 75 lbs
 75
 75 lbs

Buller

Lecher

Price Applied

1 Reg. clack
Nov 22
1-Reg - 30 lbs
Feb 1, do 31 lbs ^{full}
Apr 25 - do 16 - 1
May 12
Aug 26
Oct 1
Sept 8

Sept 10 - 62 - bro
A card marked 763
look out 41
Nov 12 - 36
Feb 2 - 38
Mar 23 - 43
Sept 3 - 40
Sept 6 - 40

Secure Fish
Sept 27 - 62 Op. 1 - 16
Nov 27 - do - 1
Feb 30 - 63 - 1 -

Rice
Aug 26 - 62 locker
1/3 full
Nov 12 - 1/4 bbl
Nov 22 - 1/4 do
13 - 1/2

Forings & Sornels
July 13 - 63 - Opene
14 - bbl

H. 1000
 1000
 1000
 1000
 1000
 1000

1000
 1000
 1000
 1000
 1000
 1000

Pickled onions
 1000
 1000

no. 11. of 1841 - 2000

[illegible]

Falls Spring
 1023 32 - 15
 Devil Fish.
 2425 76 31
 2226 73 26 1/2

Bow Head
 2976 94 = 15
 3720 118 = 3
 2111 66 = 3.2
 2609 52 = 26
~~784 24 143~~
~~573 153~~
 362 6
 15

20) 380 (190
 20
 180
 180

1745
 1025
 720
 984
 175

20) 4711 (235
 40
 71
 60
 111
 100
 11

235 33
 46
 1410
 540
 108.10

20) 11416 (570
 100
 141
 140
 16

523.65
 50 00
 473.65

570
 46
 3420
 2280
 26220
 1288
 275.08

19
 16
 114
 19
 304

Brown
 304
 83
 912
 2432
 252.32

63
 9
 567

45.90
 108 10
 275 08
 252 32
 681.40
 57.75
 63
 1823.65

18
 20
 168
 112
 1288
 20) 567
 40
 16
 160

504
 63
 2134



Handwritten text, possibly a date or a title, located in the upper center of the page.

month ... 15 ...
40 ...
41 Cast ...
12 Cast ...
11 245 ...
3 ...

Handwritten text, possibly a date or a number, located in the middle left of the page.

8:50 ...
157-31
42-12 ...
157-31
42-12 ...

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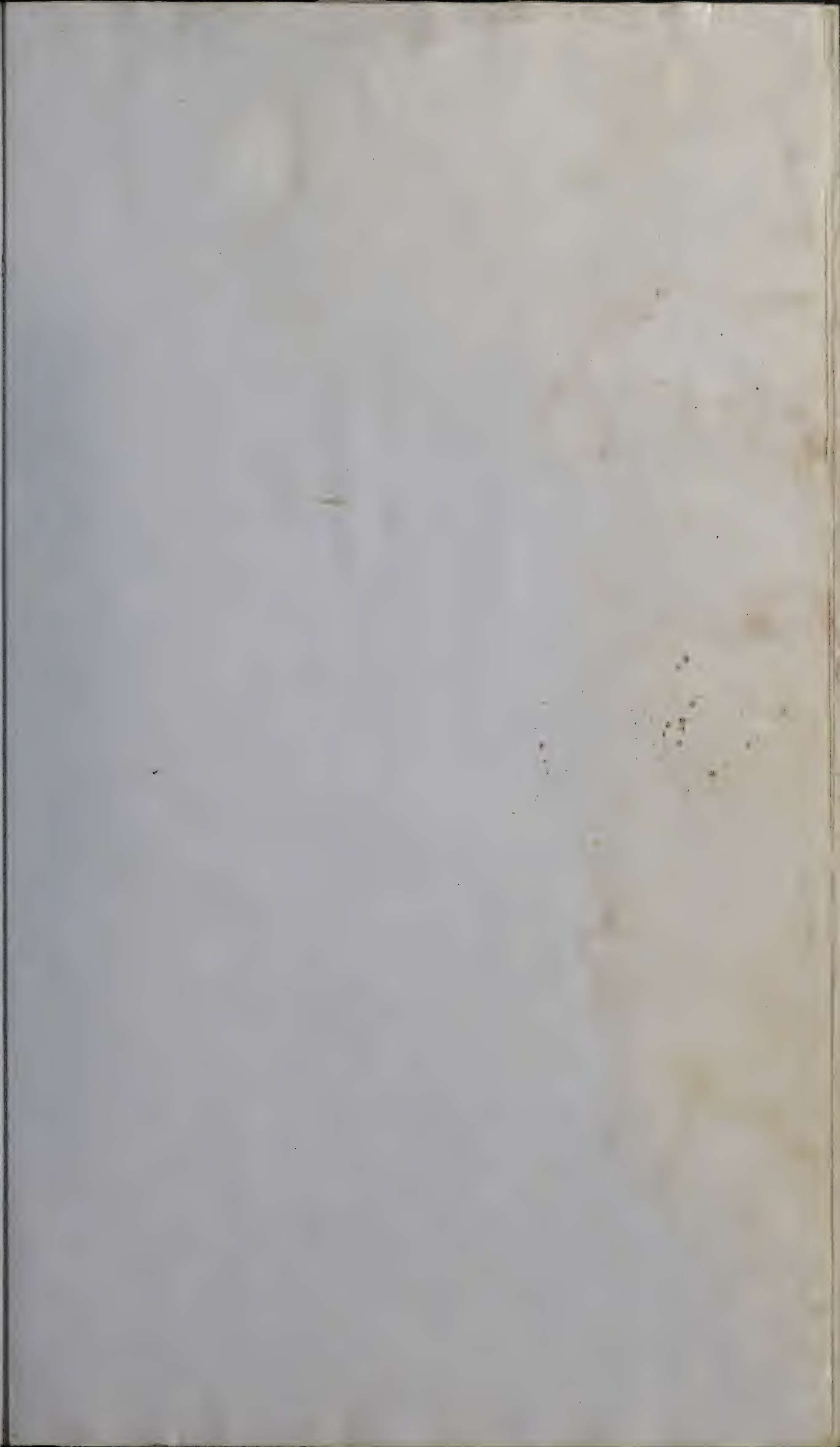
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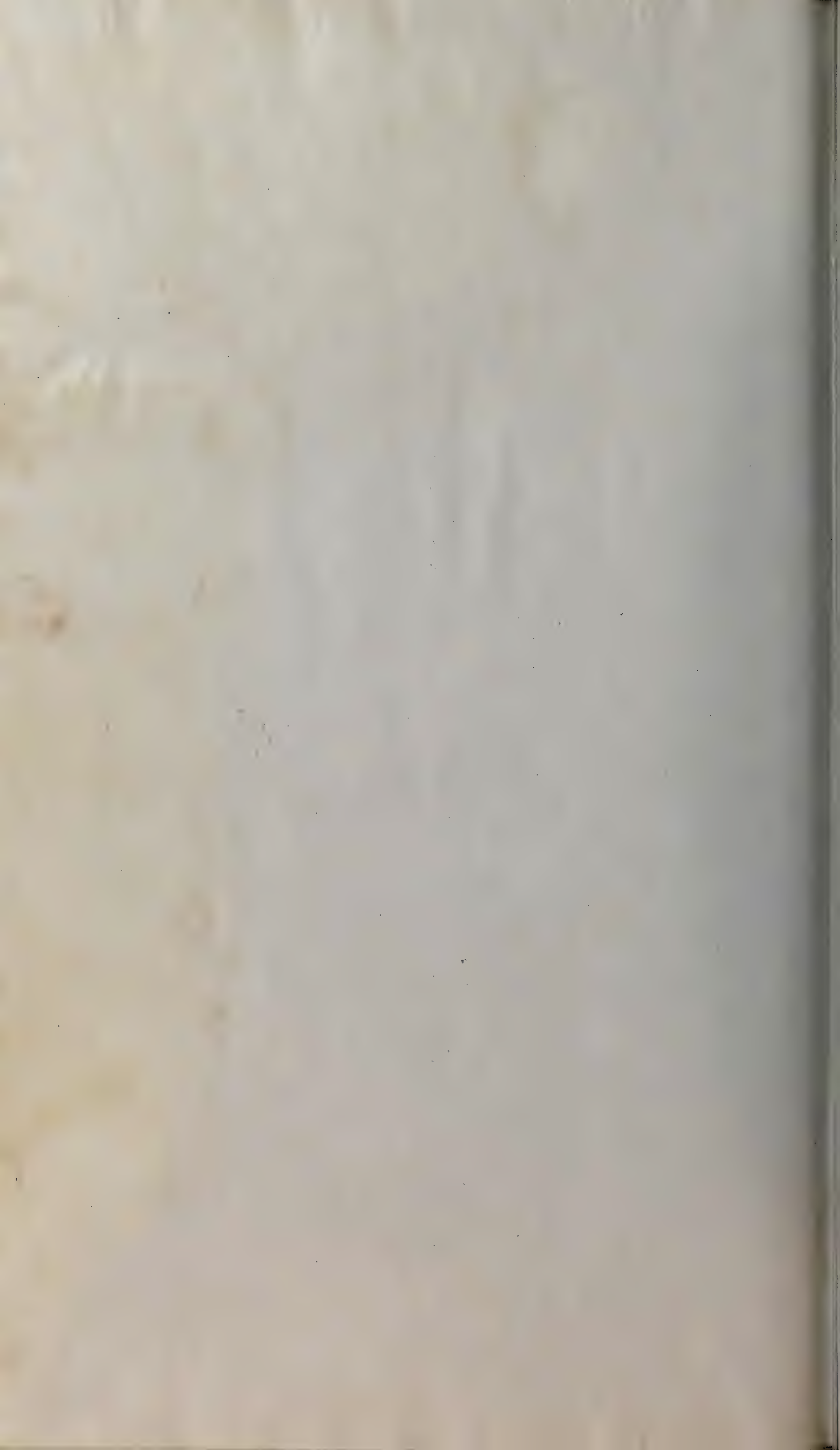
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BINDER'S NOTE

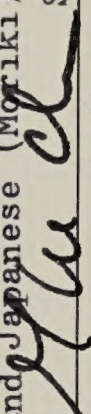
Author:

Title: Bark Tamerlane

Place and date: At Sea 1862 - 1965

Condition when received: This journal very badly deteriorated by mould. Cover disintegrating and pages, bleached and stained by fungi, crumbling. Many pages cemented together due to water emersion.

Work performed: Sterilized entire book with ethylene oxide. Disassembled and reinforced all pages with soluble nylon. Washed in hot water and deacidified with magnesium bicarbonate. Mended, guarded, and reinforced with Japanese tissue as necessary and resewed on four linen tapes. Rebound in new Davy boards, with best calfskin spine and corners and Japanese (Moriki) sides covered with 19th-century marbled paper.

Signed  Sept. 5, 1967

George M. Cunha

